

THE  
ARCHITECT  
& BUILDING NEWS

IN THIS ISSUE

- DOVER MARINE PARADE COMPETITION:  
WINNING DESIGNS
- HONILANDS PRIMARY SCHOOL, ENFIELD

OCTOBER 8, 1953

VOL. 204

NO. 15

ONE SHILLING WEEKLY

# To tell you about

**BRADY**  
FREOD  
**ROLLER SHUTTERS**



All you wish to know about Roller Shutters and their many vital uses can be told by 'BRADY'—the famous name throughout the world in Roller Shutter supplies. We invite you to write for either of our two fully informative booklets giving the many and varied applications of Brady Roller Shutters in either steel or wood. And rest assured that whatever the size or type of Roller Shutter required, the Brady organisation can handle the job quickly and efficiently in any part of the world.

#### A RECENT INSTALLATION IN TORONTO



A group of 17 Electrically operated Roller Shutters installed by Brady at the Store Garage of the T. Eaton Co. Limited.

**G. BRADY & CO. LTD.,**

MANCHESTER 4

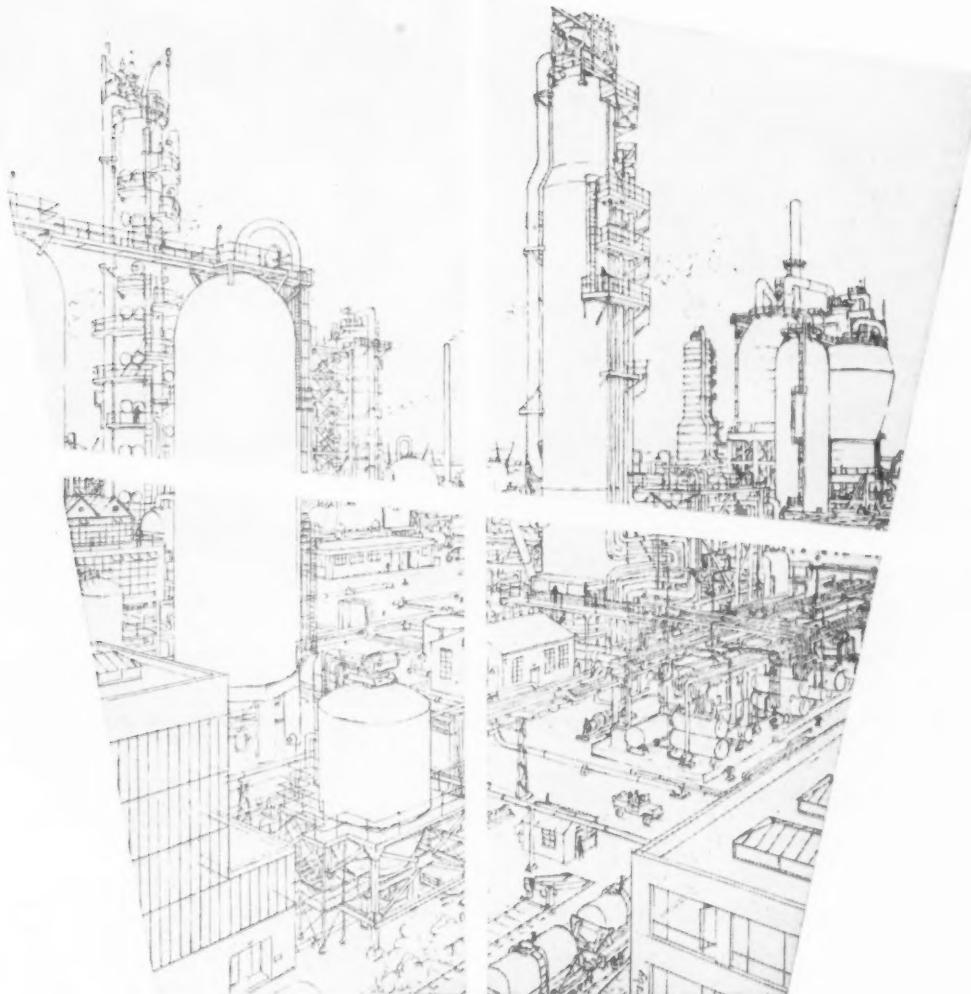
Telephone : COLlyhurst 2797 8

LONDON : New Islington Works, Park Royal, N.W.10

CANADA : DAVID C. ORROCK & CO. (G. BRADY & CO. CANADA LTD.) 1405 BISHOP ST. MONTREAL 25, QUE.  
AND ALSO AT 23 SCOTT STREET, TORONTO 1.

U.S.A. G. BRADY & CO. LTD., 11 WEST 42nd STREET, NEW YORK 18, N.Y.

**MANUFACTURERS OF BRADY HAND & POWER OPERATED LIFTS**



### 30 Oil companies said "yes"

"Yes", to having Williams and Williams metal windows, metal doors, patent glazing, and a number of other light steel pressings in their refineries and depots. "Yes" in England and Iraq, in Arabia and Burma, in India, Venezuela and Scotland. "Yes" in hot, wet, cold and dry climates. It speaks well for the way these products are made—and protected from rust and corrosion.

#### M E T A L   W I N D O W S

**WILLIAMS & WILLIAMS**



**MEMO:** Steel is free. You can arrange quick delivery of metal windows by contacting any of our 19 offices in Great Britain. Each office will also give you personal service, estimating, technical co-operation and supply fixing teams on site. Williams & Williams Ltd., Reliance Works, Chester



# Nothing left to chance . . .

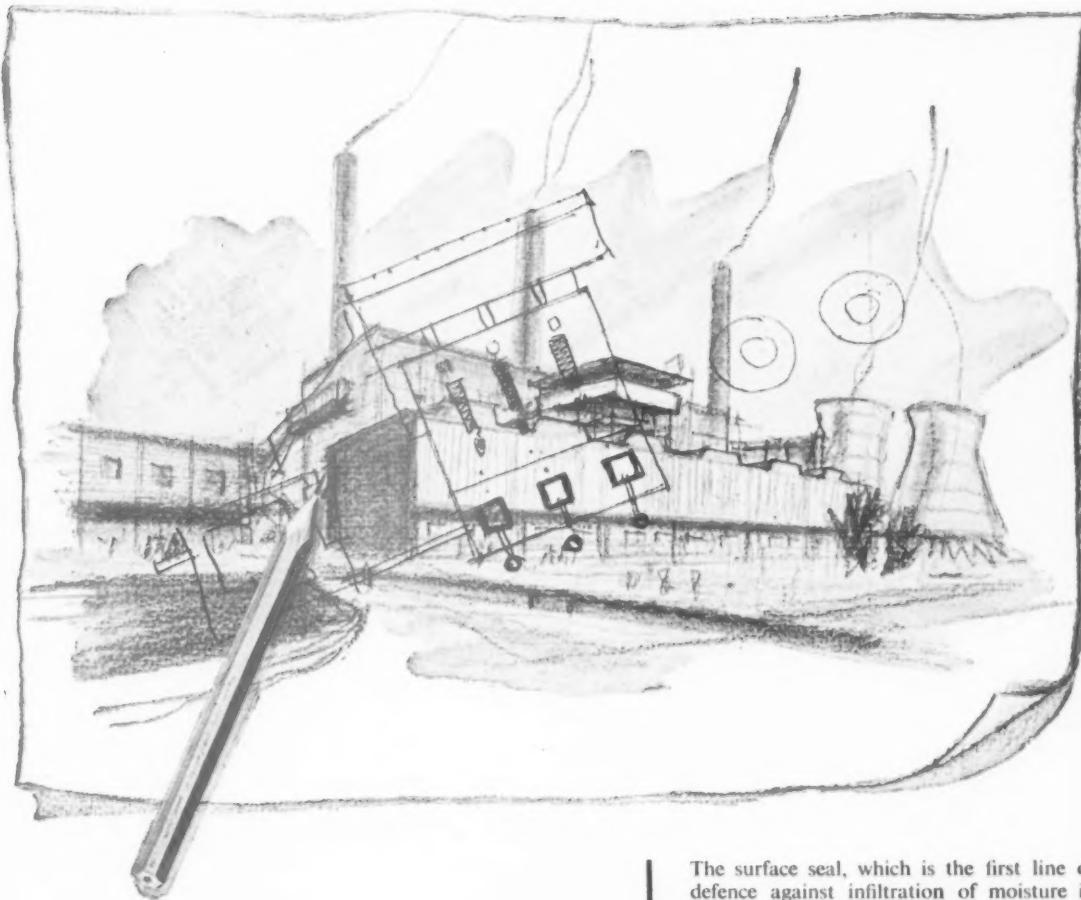
**MOULDED SEAL.** The production of a strong, permanent bond between the metal cap and the glass bulb of Royal "Ediswan" Lamps is achieved by the use of specially designed "keys" moulded in the glass. Ediswan Engineers are successfully applying this technique to a greater range of types than ever before.

\* This is but one example of the intricate operations in the manufacture of Royal "Ediswan" Lamps, calling for the highest degree of technical skill and the utmost care and precision. Nothing is left to chance—only the finest materials are used and there is strict control at each stage of manufacture.

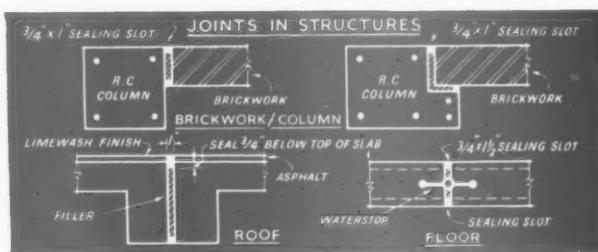
## ROYAL "EDISWAN" LAMPS

The Edison Swan Electric Co. Ltd., 155 Charing Cross Road, London, W.C.2  
*Member of the A.E.I. Group of Companies*





## In structures like this joints like these . . .



The surface seal, which is the first line of defence against infiltration of moisture in any structural joint which accommodates movement, may best be one of several Expandite products. RB200 and Expandite Vertical Sealer are two rubber bitumen sealants in wide use in vertical and inclined joints. Pli-astic is recommended for roads and floors. Seelastik and Asbestumen are two resilient compounds for use where heat and sunlight may preclude a rubber compound and where the gap is narrow. All these are best supported on Flexcell, bitumen-impregnated cane-fibre filler which compresses and recovers without extruding. Expandite rubber and P.V.C. water stops entirely supersede metal water bars on grounds of strength, flexibility and resilience in culverts, etc. All these products are being specified in many new powerhouses at home and abroad. For full technical data and technical advisory service on the planning of joints which move please get in touch with Expandite Limited (Technical Service Department).

## call for EXPANDITE products

EXPANDITE LIMITED • CHASE ROAD • LONDON • N.W.10. Telephone: ELGar 4321



# META-MICA **FIRE CLADDING**

*...more economical  
than shuttered concrete*

Gives fire protection for beams and stanchions. It is supplied ready cut in slabs 2ft. in length and 2" thick to fit exactly the beams or stanchions being treated. These slabs are secured with wood screws to wedges of Fire Cladding fixed between the flanges of the metal.

Because it is an entirely dry process Meta-Mica Fire Cladding can be applied at any stage of erection, thus avoiding slow-down in building work often encountered when the more expensive shuttering method is used.

Meta-Mica Fire Cladding can be plastered if necessary. As an alternative it can be left unplastered as it will take decoration direct to give a rough cast finish.

*What you should know about  
META-MICA FIRE CLADDING*

- ★ It has a 3 hour fire-rating
- ★ It is lightweight
- ★ It is quick to erect
- ★ It can be used for all types of steel structures
- ★ It is an entirely dry process
- ★ and above all it is more economical than shuttered concrete

**WRITE TO US FOR DETAILED INFORMATION, PRICES AND FIRE RESEARCH  
ORGANISATION TEST REPORT**

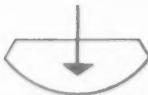
**META-MICA LTD. 50, BLOOMSBURY STREET, LONDON WC1**

Telephone: MUSEum 6363

Subsidiary Company of William Kenyon & Sons Ltd. Dukinfield, Cheshire



**Watching your interests the hard way**



Parental pride and pontifical pronouncements are insufficient support for the evidence of character and performance we like to be able to give for Blundell Paints.

We prefer it the hard way. For instance, the hardness of dried paint films is determined with scientific accuracy by the use of this Sward Rocker used in our laboratory.

Continuous research is being conducted, and routine tests carried out during the manufacture of Blundell Paints — putting into practice our world-wide experience of how paints behave under varying conditions of heat, humidity and wear.

Thus we can be certain that our products are as near perfect as possible; submit to architects an intelligent recommendation for their application — and stand by our recommendations.

During the past 140 years, we have enjoyed the complete confidence of many leading architects. Today, our Technical Service is available at all times to advise on special problems arising before, during or after application.

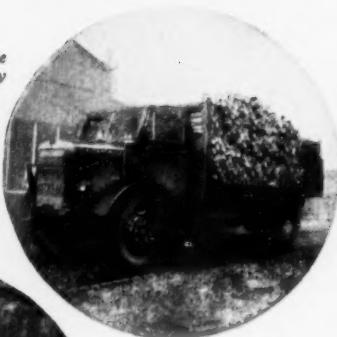
# BLUNDELL PAINTS

BLUNDELL, SPENCE & CO. LTD., Makers of Paints since 1811, 9 UPPER THAMES STREET, LONDON, E.C.4. & HULL

AND AT GLASGOW, LIVERPOOL, NEWCASTLE, WEST BROMWICH, BOMBAY & SYDNEY • ASSOCIATED COMPANY AT VALPARAISO

# SUNDEALA Still Make Best Boards In 1953

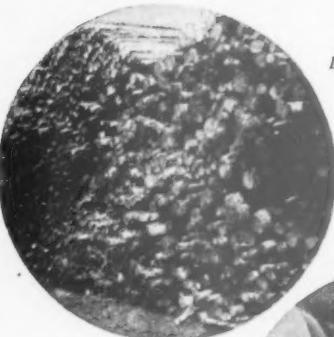
Logs arrive at the Sundeala Factory



Converting logs into chips



Log pile



Grading chips prior to conversion into wood pulp

Estd.



1898.

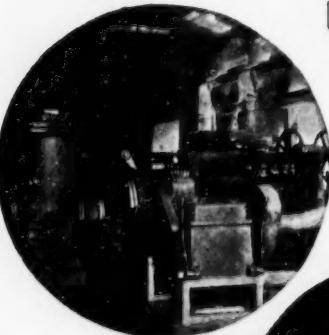
BE BRITISH  
BUY BRITISH

# SUNDEALA

HARDBOARD

MEDIUM HARDBOARD

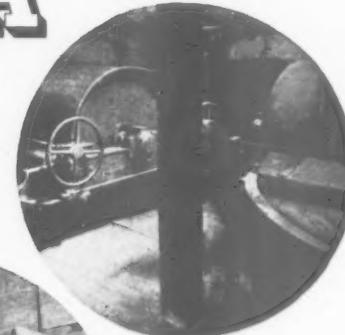
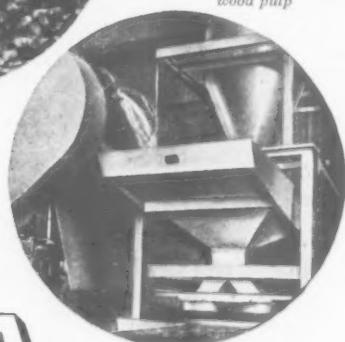
INSULATION BOARD



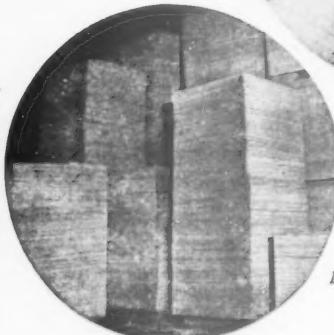
Converting wood chips to wood pulp



Sundeala boards can be bent to shape



Beating the wood pulp



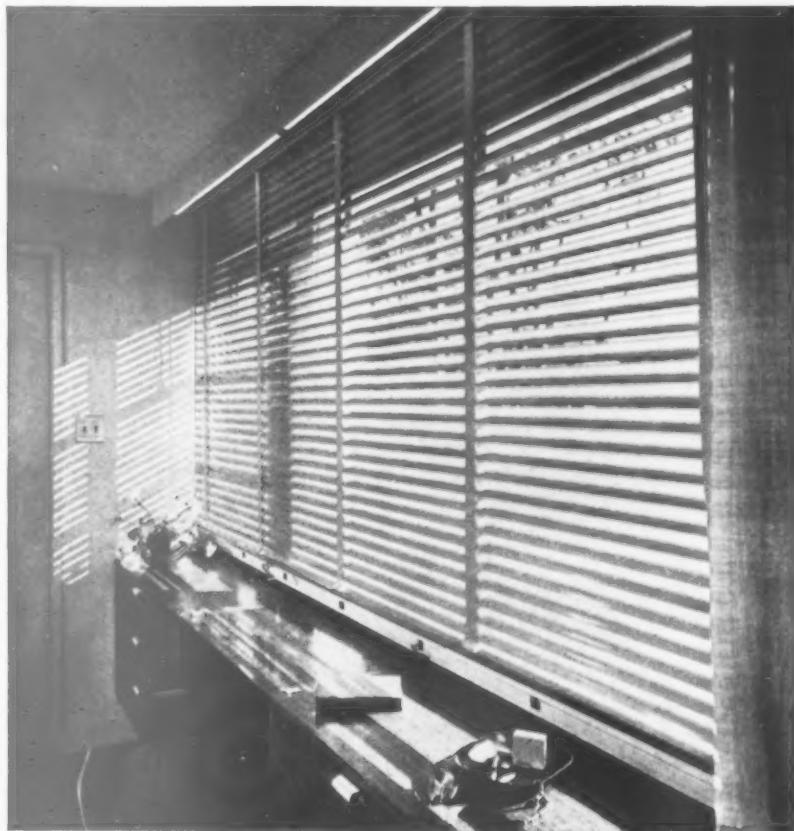
Boards ready for despatch

FROM a British factory and made entirely by British labour comes SUNDEALA, still today, and for over 50 years, the WORLD'S BEST BUILDING BOARDS. Made in various substances, thicknesses and finishes for EXTERIOR and INTERIOR purposes, these tough, easy-to-work boards are specified by countless architects and used by good builders throughout the country. The SUNDEALA range covers every possible specification.

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HEAD OFFICE: ALDWYCH HOUSE, LONDON, W.C.2 Tel: CHAncery 8159 WORKS: SUNBURY-ON-THAMES, MIDDLESEX  
GLASGOW: BALTIK CHAMBERS, 50 WELLINGTON STREET, C.2 NEWCASTLE: NORTHUMBRIA HOUSE, PORTLAND TERRACE, 2

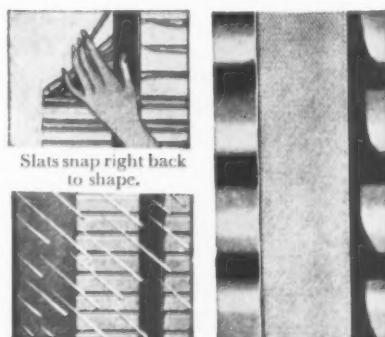
only  
venetian  
blinds  
give you  
easy  
control  
of light  
and air



Whether it is a home, school, hospital, office building, factory or hotel, every building deserves the modern method of light and air control... Venetian blinds. No other window treatment gives such a neat, clean, modern look. Only Venetian blinds made with LUXAFLEX slats and tapes keep their appearance... year after year. New LUXAFLEX materials give

maximum wear with minimum maintenance: specially processed, duratized Aluminium slats that always keep their shape, never rust; mar-proof finish that never chips, cracks or peels... amazing new plastic tapes that wipe clean, won't shrink, stretch, fade or fray. For to-day's buildings specify the modern window covering with the modern materials... LUXAFLEX slats and tapes.

only  
*Luxaflex* slats and tapes  
give you all these advantages



*Write for additional information and the name and address of a Venetian blind manufacturer using Luxaflex slats and tapes to Hunter Douglas Holland's representative:*

SOAG MACHINE TOOLS LTD., JUXON STREET, LAMBETH, LONDON, S.E.11 • RELIANCE 3373, 3374, 3375, 1759, 2513

# LONGER *Spans*

*using wood wool slabs*



## WITH **ANDEK** ROOFING SYSTEM

Prov. Patent No. 14059/51.

- SPANS UP TO 12 FEET BETWEEN SUPPORTS - UP TO 15 FEET
- USING THE MULTI-SPAN PRINCIPLE.
- ECONOMY IN STRUCTURAL STEELWORK IN ROOF.
- CONTINUITY OF INSULATION OVER SUPPORTS MINIMISES CONDENSATION RISKS.
- IMPROVED BEARING AND SECURE ANCHORAGE.

ANDEK Roofing is an improved decking system using steel Bar Sections and insulating slabs such as Wood Wool. Permanent waterproofing is obtained with Anderson's Flexible Roofing System (normally Green Mineral finish.) ANDEK can also be supplied with Aluminium Bar Sections.

Anderson's also specialise in systems incorporating Wood Wool fixed in channels or tees where this is desired.

*Another of Anderson's Roofing Systems*



**D. ANDERSON & SON LIMITED**  
STRETFORD, MANCHESTER.

OLD FORD, LONDON, E.3.

# PAINT PLANNING IS HIGH PRIORITY . . .

The Architect knows the importance of a perfect finish for  
a well designed structure.

Keep COX'S Paints in mind right from the start.

They are the obvious choice for appearance,  
durability and easy application — that is why more  
architects are specifying them every year.



# Cox's PAINTS

## TECHNICAL ADVISORY SERVICE

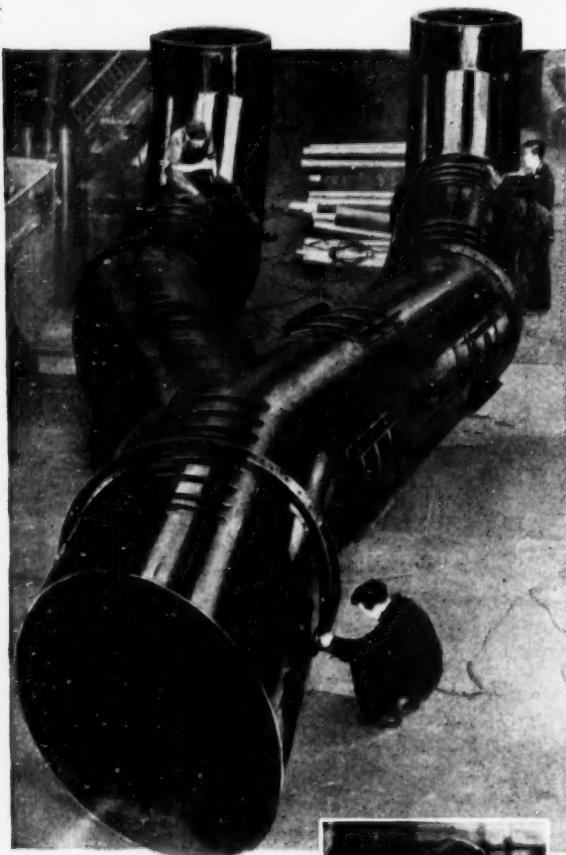
*Special Paints and technical service are available for painting problems.*

*Suggested Specifications and Sample Colour Schemes are provided on request.*

COX BROS. & CO. (DERBY) LTD. (Est. 1781) NORMANTON ROAD, DERBY. Telephone : 45484/5/6.P.B.EX.

DHD/CBI

**Harveys have the Craftsmen  
- and the Capacity -  
to undertake all forms of Ducting**



**Industrial ironwork takes many forms which need the sure hand of a skilled worker—one who combines practical experience with modern methods**

**to ensure a first-class result. Whether your requirements are giant ducting, casing for shafts and gearing, or what you will, Harveys can do the job and do it NOW. Send your enquiries along for immediate attention.**



**Harvey**

**G. A. Harvey & Co. (London) Ltd.  
Woolwich Road, London, S.E.7**

# **Two ways to HEAT CONSERVATION**

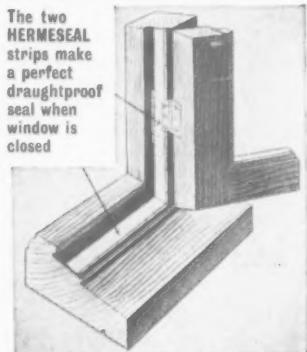
## **D DRAUGHT EXCLUSION**

will reduce the loss of heat through the average window by at least half, and through doors by an even greater amount. The actual rate of cold-air infiltration, the source of all draughts, can in turn be reduced by anything up to 95%, according to type of construction.

**EXAMPLE:** D/H Sash Windows of wood, 5' 2" x 2' 8", average length and width of gap, 18' 0" x  $\frac{1}{8}$ ", average wind speed 10 m.p.h.

<b>BEFORE</b> draught-exclusion	= 1908.0 cu. ft. per hr.
<b>AFTER</b>	= 264.6 cu. ft. per hr.
<b>PREVENTION</b> achieved	= 1643.4 cu. ft. per hr. or 86.1%

The two HERMESEAL strips make a perfect draughtproof seal when window is closed



## **2 ROOF INSULATION**



will reduce the loss of heat through a roof-area by at least 70%. This loss, in the average house, is about one-third of all the heat lost in various ways from the structure as a whole.

**EXAMPLE:** Average "U" values of a number of Pitched roofs of NEW but varying construction, "U" =  $B.Th.U/sq. ft./hr./1 deg. F.$

<b>BEFORE</b> insulation (Desirable standard 0.20)	= 0.43
<b>AFTER</b> insulation by 1" bitumenised glass wool	= 0.13
<b>PREVENTION</b> achieved	= 0.30 or 69.7%

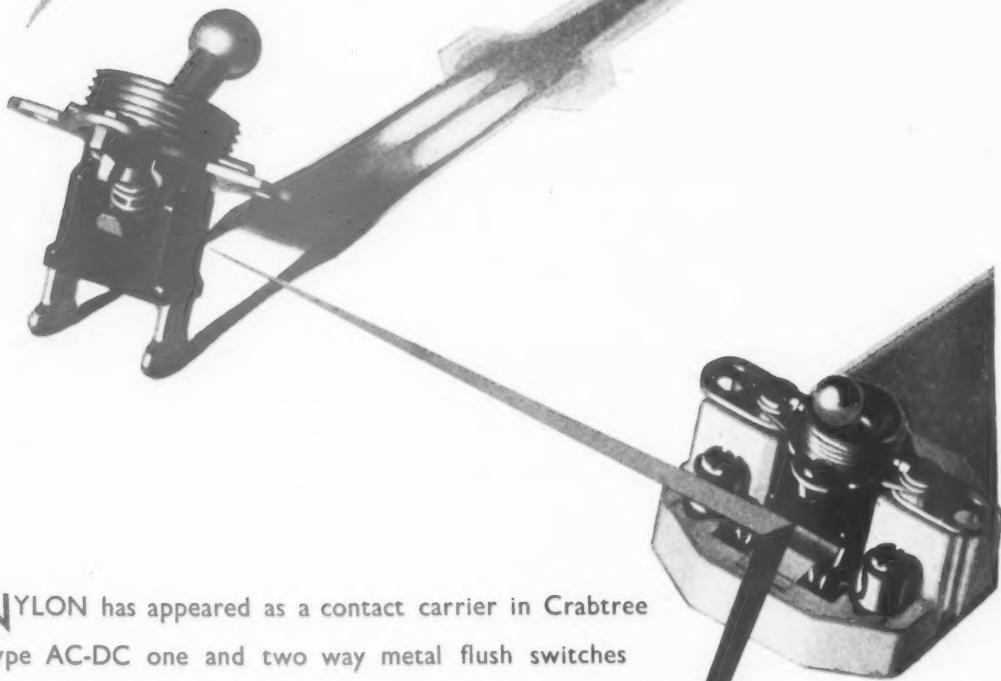
Specify DRAUGHT EXCLUSION and ROOF INSULATION by HERMESEAL. No higher degree of efficiency in the conservation of heat and the saving of fuel can be achieved in any already existing building. Surveys and installations are carried out by our own skilled staff throughout the country. Write for full details.

**draught exclusion & roof insulation by  
HERMESEAL  
means warmer homes**

SEE OUR STAND 648 AT THE BUILDING EXHIBITION, OLYMPIA, NOV. 18-DEC. 2

**BRITISH HERMESEAL LIMITED**  
Head Office: 4 PARK LANE, LONDON, W.I  
Telephone : GROsvenor 4324 (5 lines)

# Nylon ENTERS THE TUMBLER SWITCH



NYLON has appeared as a contact carrier in Crabtree Type AC-DC one and two way metal flush switches and will ultimately replace mica in all Crabtree switches. If you would like to see for yourself how tough, hard-wearing and resilient is this new form of internal insulation — we should be delighted to send you a nylon contact carrier, post free and with our compliments, if you will ask us for one (on your business letter paper).

## Crabtree

A name synonymous with Progress in Accessories and Switchgear

"Crabtree" (Registered)

C.665/192 Advt. of J. A. Crabtree & Co. Ltd., Walsall, Staffs., England

## PLANS BEGIN WITH ORDNANCE SURVEY



The first tools of the planner are the large-scale maps, plans and air photo-mosaics prepared by the Ordnance Survey. They contain all information necessary to integrate a development with its surroundings, and include, in the 6-inch scale, the statutory exhibited and deposited maps, essential to Local Government authorities, for illustrating Town Planning schemes and boundary alterations.



## ORDNANCE SURVEY MAPS HELP TO PLAN THE NEW BRITAIN

*Plans and Maps on the following scales are available:-*  
25 ins., 6 ins., 2½ ins. and 1 in. to 1 mile,  
and smaller scales.

*Plans and Air Photo-Mosaics on the following scales are available for certain areas:-*  
50 ins. to 1 mile (urban area plans)  
50 ins. and 6 ins. to 1 mile mosaics.

*Obtainable from Ordnance Survey Agents and through most booksellers.*

PUBLISHED BY THE ORDNANCE SURVEY, CHESSINGTON, SURBITON, SURREY

**YOU CAN DEPEND ON**

**G.E.C.**

**PROPELLER**

**FANS**

**RELIABLE IN PERFORMANCE**

**QUIET IN OPERATION**

**LOW POWER CONSUMPTION**

**EFFICIENT AIR MOVEMENT**

**IN USE ALL OVER THE WORLD**

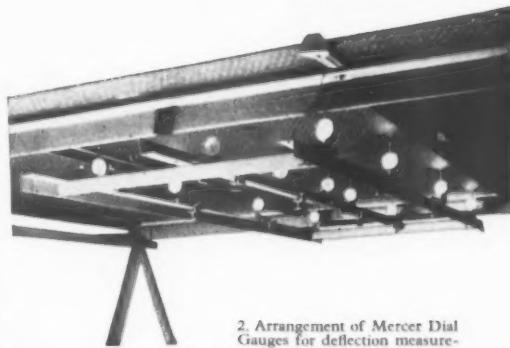
The range of G.E.C. Propeller Fans is varied and comprehensive. This 12" model displaces air more quietly and at less cost than fans with narrow or flat blades. Air movement 1120 c.f.m. at 1350 r.p.m. For full details send for publication V968.

THE GENERAL ELECTRIC CO. LTD., MAGNET HOUSE, KINGSWAY, LONDON, W.C.2

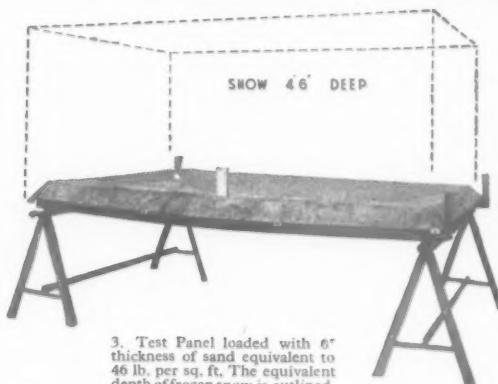
## INTRODUCE GLASS ROOFING AND WALLS INTO YOUR MODULAR PLANNING AND Reduce Building costs with this NEW system!



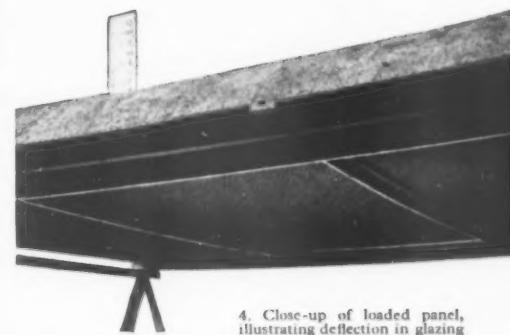
1. Test Panel prior to loading.



2. Arrangement of Mercer Dial Gauges for deflection measurement on centre pane.



3. Test Panel loaded with 6" thickness of sand equivalent to 46 lb. per sq. ft. The equivalent depth of frozen snow is outlined.



4. Close-up of loaded panel, illustrating deflection in glazing bar.

### QUARTER-INCH THICK GLASS UNDER LOAD TEST

Today's need is for cheaper building.

It can be achieved by modern design and standardisation of building materials—particularly by the use of glass, in the form of HILLS GLASS ROOFING AND WALLS.

Glass admits daylight, and provides a wall cladding which is permanent, impervious to weather and low in cost.

Hills Glass Roofing and Walls can be supplied and fixed with glazing bars at 40" centres instead of 24" centres as hitherto, which permit greater flexibility in architectural design.

The system has proved to be structurally sound under exhaustive tests, and can be supplied and fixed under guarantee.

The system offers an appreciable price advantage.

We shall be pleased to supply further information and to submit estimates on receipt of your requirements.

**These typical tests provide conclusive evidence of the tremendous strength and resistance of Hills Glass Roofing and Walls.**

In this test, three panes of  $\frac{1}{4}$ " thick glass were used—96" long by 40" wide, and glazed throughout with Hills Galvanised Steel Patent Glazing Bars. The bars' specification was designed to meet wind and other forces on roofs and walls as required by code of practice. The three panes of glass were loaded with loose sand 6" thick—the equivalent of 46 lbs. per sq. ft., or of a loose snow load 4' 6" deep.

Exhaustive tests of this system were also made against suction, by turning over the three squares of glass with the stalk of the Tee uppermost. Failure occurred at 35 lbs. per sq. ft.



# HILLS GLASS ROOFING AND WALLS

ALBION RD., WEST BROMWICH, STAFFS. Tel: WEST BROMWICH 1025 (7 lines) LONDON: 125 HIGH HOLBORN, W.C.1. Tel: HOLBORN 8005/6

Branches at Birmingham, Bristol, Manchester, Newcastle-on-Tyne, Glasgow and Belfast.

# the silver jubilee *building* *exhibition*

**Nov. 18th—Dec. 2nd, 1953**  
**Olympia, London.**

*The 1953 Exhibition will be the largest ever held, and will include special features on prestressed concrete, prefabricated houses, schools, etc.*

*Architects, surveyors and delegates of Local Authorities are specially invited to attend.*

*The exhibition includes every type of modern material, plant and equipment for the smallest builder and for the largest contractor.*

*Details :*

**THE BUILDING TRADES EXHIBITION LTD., 4, VERNON PLACE,  
HOLBORN 8146/8 LONDON, W.C.1.**



DC.110

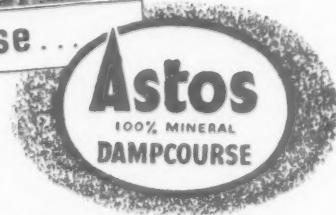
Astos Dampcourse is designed to fulfil all the demands imposed by modern conditions, from the high load factors in multiple-storey urban construction to the normal movement stresses encountered in rural buildings on new land. In 24 lineal feet rolls and in all wall widths up to 36 inches. Send for descriptive leaflet No. 555 on standard and lead-lined Astos Dampcourse.

THE RUBEROID COMPANY LIMITED

94, COMMONWEALTH HOUSE, NEW OXFORD STREET, LONDON, W.C.1

Ingram Farm Estate, Bexhill.  
Architect : Bexhill-on-Sea  
Borough Council.  
Dampcourse : Standard Astos.

plan to use...



A permanent barrier  
against rising damp

**FROM THE SNOWCEM FILE:-**

*Silo and Maltings  
at Louth, Lincs.  
owned by Messrs. Gilstrap, Earp & Co. Ltd., Newark*



The added dignity given to a well-designed industrial building by treatment with Snowcem is well displayed here.

Architects: Gelder & Kitchen, 120 Alfred Gelder St., Hull.  
Contractors: Mitchell Construction Co., Peterborough.

Sub-Contractor: (Painter) Pickles Ayland & Co. Ltd., Ossett, Yorks.

**SNOWCEM** is easily applied to concrete, cement rendering, or suitable brickwork by brush or spray. In seven colours: White, Cream, Deep Cream, Buff, Pink, Silver Grey and Pale Green.

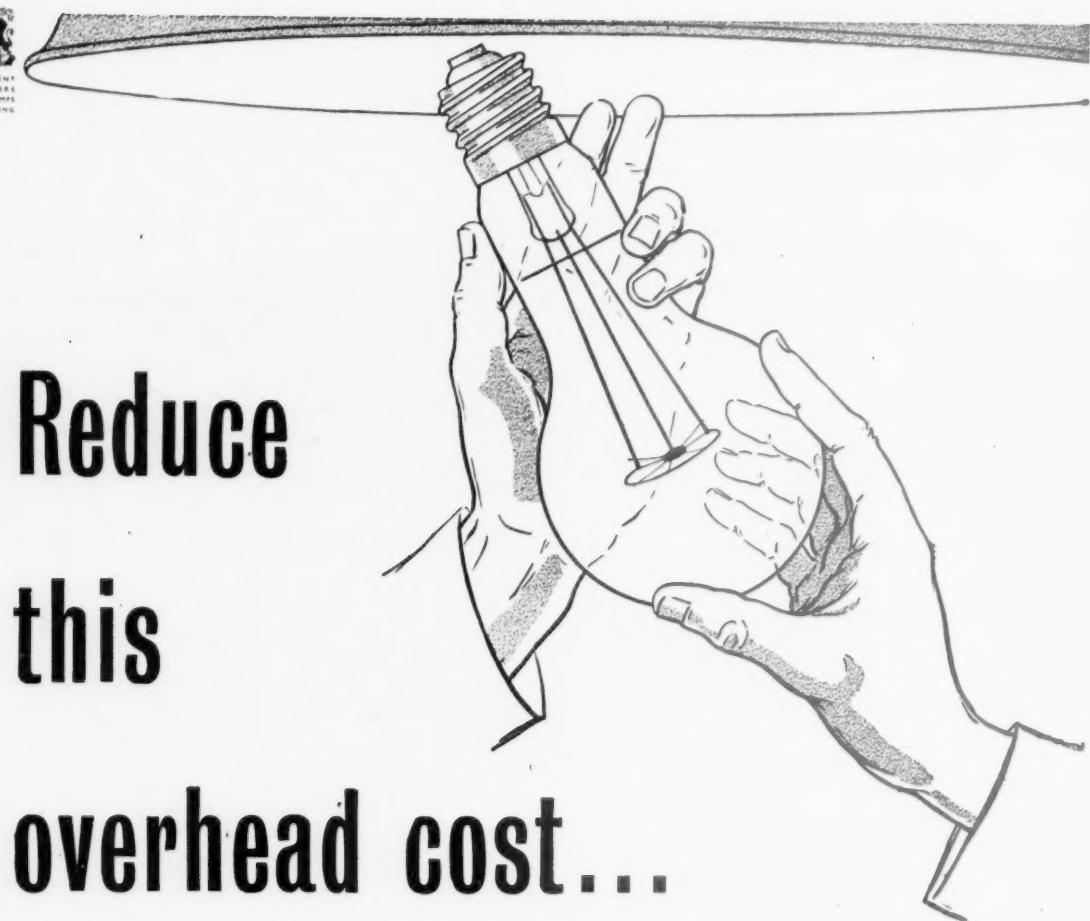
**SNOWCEM** WATERPROOF CEMENT PAINT  
Decorates and protects at LOW cost  
★ BRITISH CEMENT IS THE CHEAPEST IN THE WORLD

This water-based paint  
does not brush, peel or flake off.

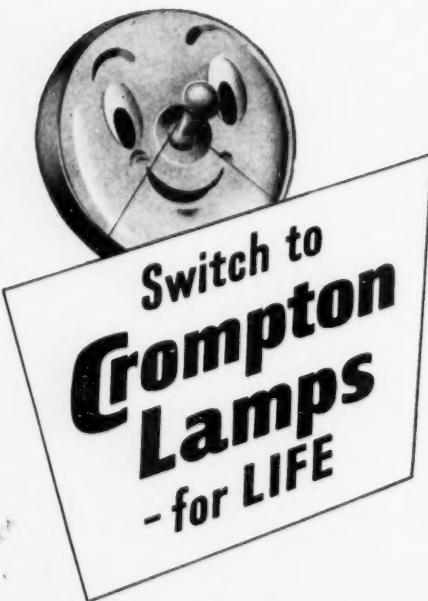
THE CEMENT MARKETING COMPANY LIMITED  
Portland House, Tothill Street, London, S.W.1  
or G. & T. EARLE LTD., CEMENT MANUFACTURERS, HULL,  
THE SOUTH WALES PORTLAND CEMENT & LIME Co. Ltd.,  
Penarth, Glam.

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bright  
quired.

(T3353R)



**Reduce  
this  
overhead cost...**



EVERY time a lamp fails it means a hitch in the smooth running of office or works—a 'phone call to bring the electrician—remember his time costs money, too.

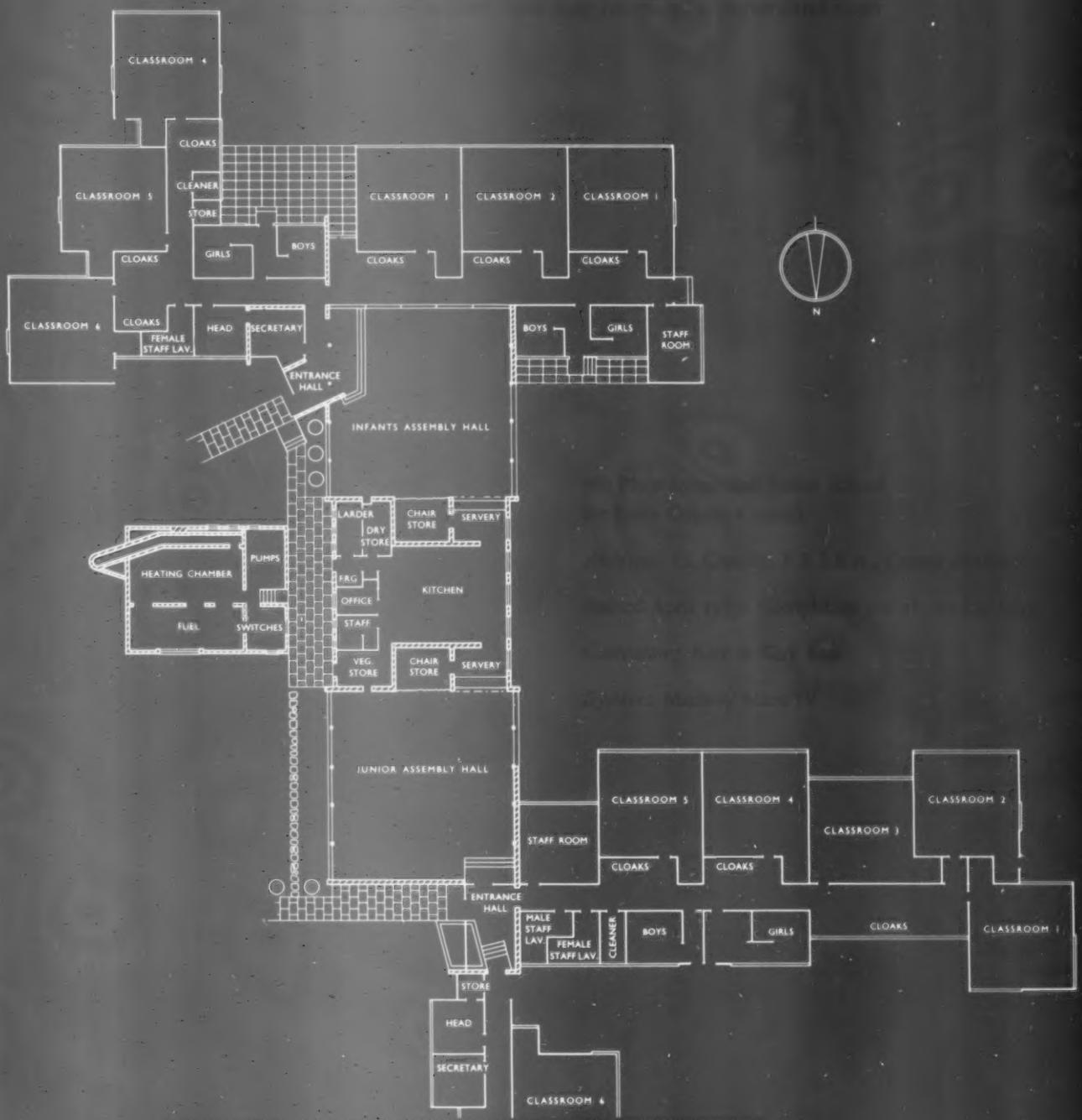
Reduce this overhead cost by fitting Crompton lamps at every point. They give long life as well as high lighting efficiency. They help to cut down your overheads.

*The reliability and performance of Crompton Fluorescent Tubes throughout life is constantly improving—efficiencies of 80 watt Daylight and Warm White Tubes are now up by 12½ per cent.*

**Crompton Parkinson**

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Telephone: CHAncery 3333      Telegrams: Crompark, Strand, London





## MEDWAY SCHOOL BUILDINGS



## 'TUBEWRIGHTS' CRANE JIBS



## TUBEWRIGHTS LTD.

A subsidiary of Stewarts and Lloyds Limited

Tubewrights' tubular crane jibs have a greater strength-to-weight ratio. They are smooth, clean and easy to paint.

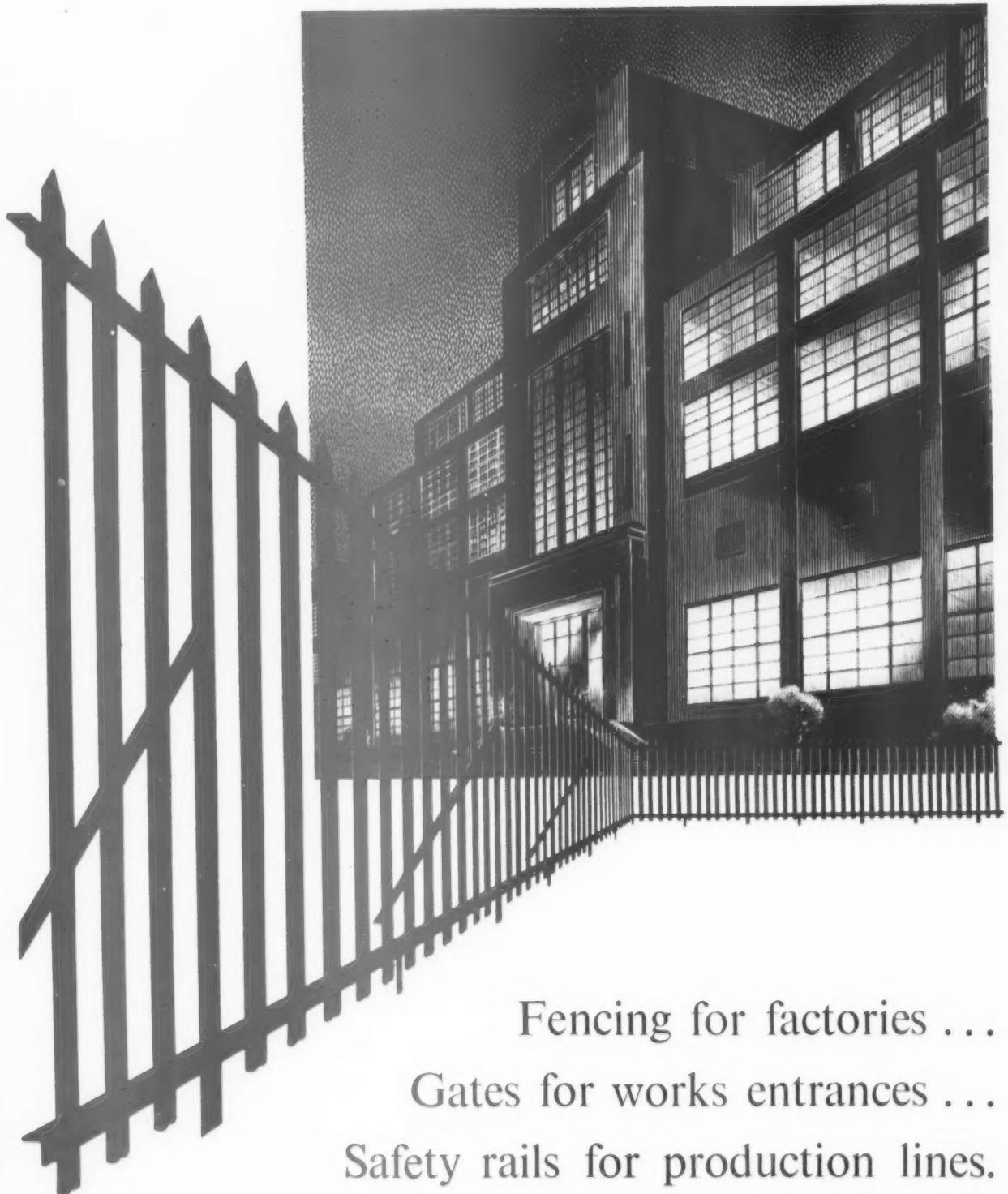
The illustrations show some of Tubewrights' tubular jibs: top, Priestman Panther excavator with a 40 ft. jib; top right, crane built by Stothert & Pitt Ltd., with a 120 ft. jib. Right centre, Taylor & Hubbard crane for British Railways, with a 37 ft. swan-neck jib.

Below, travelling crane by Thomas Smith & Sons (Rodley) Ltd., with head and heel sections of a 90 ft. jib in road travelling position.

Ask your crane-maker to quote you for a crane with a tubular jib.

TUBEWRIGHTS LTD.,  
Egginton House,  
25 Buckingham Gate,  
London, S.W.1  
Telephone : Victoria 0451





Fencing for factories ...  
Gates for works entrances ...  
Safety rails for production lines.

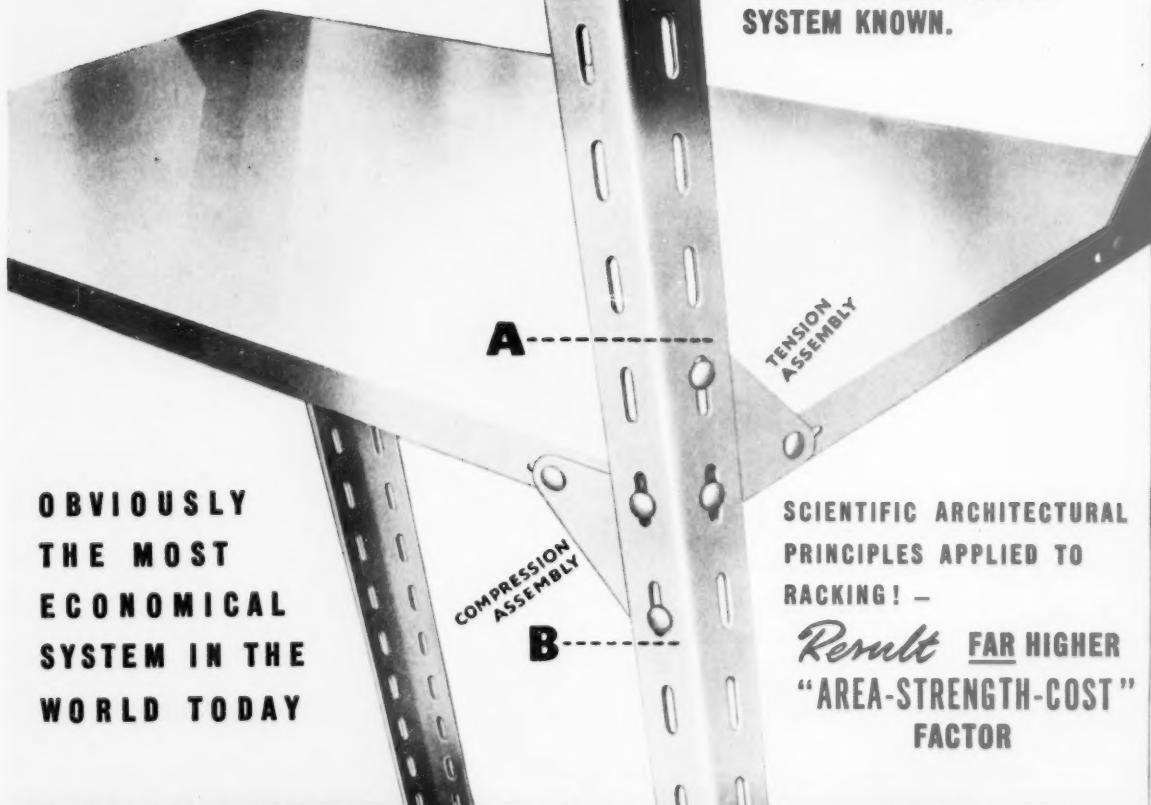


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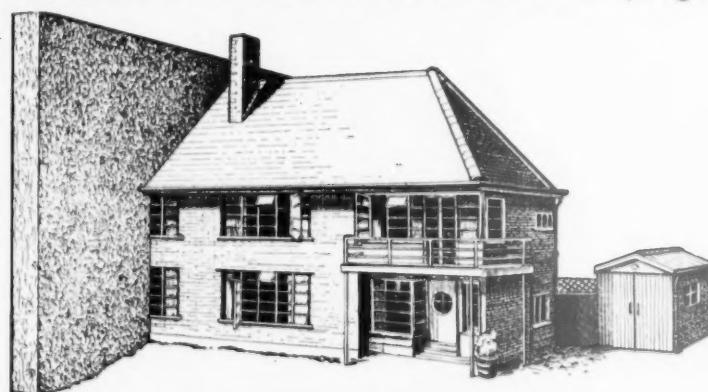
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Architect : Dr. Charles Holden, D.Litt., F.R.I.B.A., M.T.P.I.

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County Architect : P. F. Burridge, Esq., F.R.I.B.A.

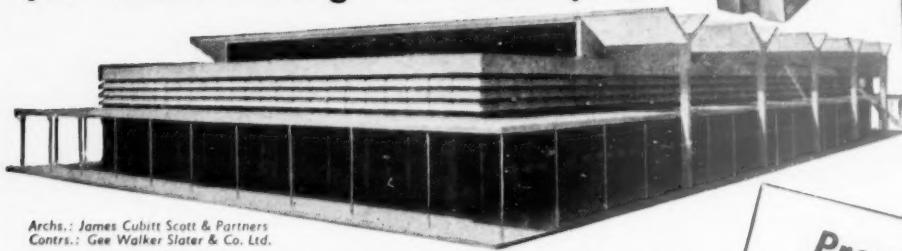
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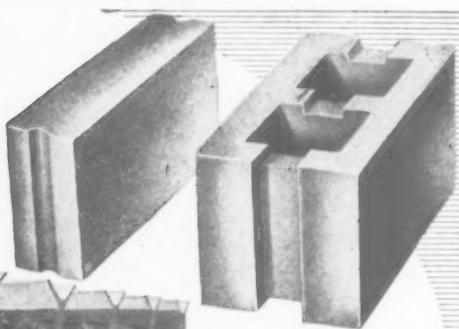


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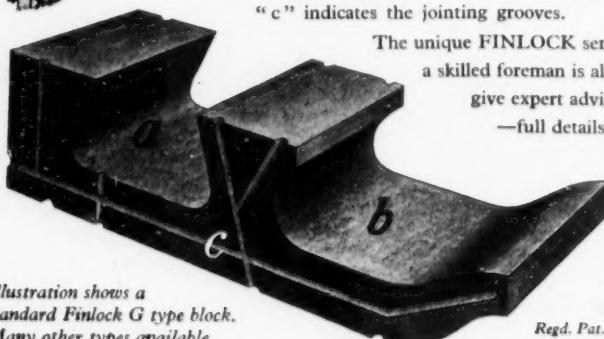
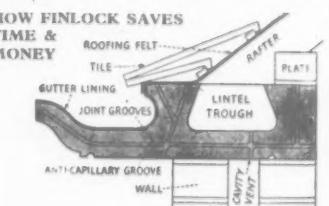


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DHB

Vol. 204 No. 15

THE  
**ARCHITECT**  
& BUILDING NEWS

October 8, 1953

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## MOST EXCELLENT CANOPY\*

WHEN the committee set up last July by Mr. Macmillan under the chairmanship of Sir Hugh Beaver "to examine the nature, causes and effects of air pollution, and the efficacy of present measures; to consider what further preventive measures are practicable; and to make recommendations," comes to make its report, it will find that the moment is propitious for a real effort to clear the air. This is due to the fatal smog of last December—the "killer smoke" as the *City Press* has called it, which has made us all aware of the effects of smog on health, and which will add the necessary impetus of wide public support required to back up the invaluable pioneer work of the National Smoke Abatement Society.

At the Annual Conference in Glasgow of the N.S.A.S. Professor Tylecote in his Presidential Address said "we are compelled to argue from past experience and remember that the lead has always come from the local authorities and never from Whitehall, which has consistently refused local authorities' requests." He urged local authorities to set up more joint committees, to employ smoke inspectors with good qualifications and to organize more "schools for stokers."

Our guess is that Whitehall will not much longer withhold support for smoke abatement, it will be forced to give every encouragement to those dozen or so local authorities who have obtained powers to create smokeless zones. Coventry, which was the first city to zone a smokeless area, is now preparing to double the size. Manchester, which followed suit, is seeking by persuasion to create smokeless areas

\* "We cannot avoid suspicion that this most excellent canopy, the air, is for the countryman healthy and stimulating, but for the townsman a foul and pestilent congregation of vapours."—Sir John Charles, Chief Medical Officer, M.O.H., at the Annual Conference of the National Smoke Abatement Society at Glasgow.

in six districts of Wythenshawe, where smokeless appliances have been installed in new houses. Liverpool, Birmingham and Nottingham Corporations are considering smokeless zones. Rochdale, Greenock and Bradford also.

The Court of Common Council of the City of London has approved a recommendation by a special committee that statutory powers shall be sought to provide smokeless zones in the City and to prohibit the installation of furnaces in buildings unless these can be operated continuously without the emission of smoke.

These zones are usually about 100-200 acres in extent, and will be at the mercy of adjacent bad neighbours unless they too give up smoking.

We have experience of what smokeless towns can be like. In the industrial North during the fortnight's annual holiday, photos taken when the works are closed down show long-distance views which are normally obscured by smoke. Towns like Birmingham emerge sharp and clear for a short spell—a preview of the future.

It was because of the murky air over London that the Royal Observatory was forced to move from Greenwich to Hurstmonceux. And one after the other the great architectural monuments of London show alarming signs of disintegrating from the action of the acids in the air. This process, unless checked, will cost so much that we shall be forced to bequeath dangerous structures to our descendants, and visitors from abroad will stare not at the architectural beauties of the Abbey and St. Paul's but in dismay at the ravaged stone. It was Sir Frank Baines, late Director of Works, Office of Works, who computed the cost of repairs to stone buildings over a period of 25 years due to the effect of atmospheric action, at £55,000,000-£60,000,000.

The *Liverpool Daily Post* has described the new

Woodchurch Estate as a threat to the cleaner air drive. "The new area on which already more than 11,000 houses have been completed . . . is daily belching plumes of smoke from its 1,000 or so chimneys . . . The estate occupies what was once a broad belt of agricultural land . . . and the prevailing autumn and winter winds sweep down . . . carrying the blanket of soot and smoke over Birkenhead and across the Liverpool side of the River Mersey." It is considered practicable to supply smokeless fuel to be burnt in the existing grates of the estate, and this remedy is suggested. On the other hand Lambeth Borough Council have set a fine example with their new housing estate in Studley Road. Here, on a 26½-acre site, the architects, Sir Lancelot Keay, Basil G. Duckett & Partners, have designed a scheme of about 800 dwellings without chimneys. Heating will be by inset electric fires.

It is now so widely understood that it is uneconomic to produce smoke, and that the combination of the correct appliance with the right fuel and efficient stoking renders smoke unnecessary, that it should be a relatively short time before a noticeable change in the atmosphere of cities and large towns becomes apparent. This should benefit the health and spirits of town dwellers and may also contribute a great deal towards making town life more attractive. Clean towns will have a greater hold on their citizens, who to-day seek to escape from them whenever they can to get a bit of fresh air. Architects will have greater opportunities in the use of colour and materials. Trees and flowers, of species hitherto unable to take the atmosphere of towns, will become available and the costs of washing down and repainting will be reduced considerably.

It has taken us far too long to come to grips with the smog problem. Lined up behind that and waiting to be dealt with, stand the noise problem and the traffic problem. We must not wait for a gross fatality before coming to the boil. Life in towns needs to be kept sweet to prevent social problems from becoming overwhelming. Let us "give up smoking" as a start.\*

\* An exhibition on Smoke and Smog—Causes, Effects, Prevention, opens on November 9, for four weeks, at the Museum of Hygiene of the Royal Sanitary Institute, 90, Buckingham Palace Road, London, S.W.1.

This exhibition will demonstrate how needless smoke is produced; what smoke does, especially when meteorological conditions favour the formation of "smog"; and how smoke can be reduced and the pollution of the atmosphere prevented. In staging this important exhibition, the Royal Sanitary Institute has the active collaboration of Government Departments, such as the Fuel Research Station, the Meteorological Office, the Building Research Station, and the Ministry of Agriculture and Fisheries; as well as the London County Council, the British Iron and Steel Research Association, the National Smoke Abatement Society, the Solid Smokeless Fuels Federation, etc.

Admission to the exhibition is free and will be open from 10 a.m. to 5 p.m. on Mondays to Fridays and from 10 a.m. to 12 noon on Saturdays.

## EVENTS AND COMMENTS

### DOVER COMPETITION RESULT

Congratulations to Messrs. Dalgliesh and Pullen on their success in the Dover flats competition. Their design seems to me to be very dull. So long a straight, unbroken frontage as the main block will surely be most monotonous and a poor exchange for the charming early Victorian terrace houses which at one time stood on the front edge of the site. I wonder whether the designers considered the effect of a westerly gale on the curved façade of the high block. Might not some most interesting eddies occur? I have as yet only seen two of the solutions to the problem and am in no position to dispute the assessors decision, but it is surely questionable whether so high a set of buildings should be constructed between the sea and the lower houses on the shore side. I have seen no sections through the site and its surroundings, but it looks as if the new scheme may well deprive some of the houses on the lower slopes of the castle hill of their view of the sea. The view of the castle from the sea is bound to suffer.

The building of high blocks on the sea front and which cut off the view from houses at the back is not new. Brighton has several elderly hotels and some new flats which do it. Hastings has at least one such block.

Mr. Arthur Kenyon, the assessor of the Dover competition, has made no report available to the public. I think that this is a pity for it is always valuable and interesting to know the reasons for an assessors choice even when it is obviously the correct one, and in this competition that still remains to be seen.

### ROYAL FINE ART COMMISSION

Mr. Howard Robertson should be a valuable strengthener to the R.F.A.C., so much so that one cannot help wondering why he was not appointed long ago. It is perhaps too much to expect that the Commission and all its works will be radically changed by this accession, for if you look through the list of members it seems to be representative enough. Perhaps the trouble is that the characters in it are too well balanced for any decision to be other than the dullest compromise.

### LONDON SAPPERS AGAIN

The Royal Engineers Association, London Group, is holding a Dance-Cabaret at the Newington Public Hall on Saturday, October 31, from 7 to 11 p.m. Tickets may be obtained from Mr. J. S. Pearson, Hon. Sec., London Group R.E.A., Room 31, the Horse Guards, Whitehall, S.W.1, price 4s before the day and 5s at the door. Only Sappers, ex-Sappers and their friends may attend.

### A.A. STUDENTS CLUB

Smartly off the mark for the new session the Architectural Association School of Architecture Students Club announces an Open Forum on the subject of Symbolism



The winners of the Competition for the Redevelopment of Marine Parade, Dover. Left : Mr. Kenneth Dalgliesh, F.R.I.B.A. Right : Mr. Roger K. Pullen, F.R.I.B.A., A.A.Dip. The winning designs are illustrated on pages 414-424.

and Architecture to be held at the A.A. on Wednesday, October 21, at 7 p.m. The speakers will include Fello Atkinson, Reg. Butler, Sandby Wilson and Robert Furneaux Jordan. There will be a small exhibition and anyone may speak.

#### FILM SHOWS AT THE BUILDING CENTRE

The season of weekly film shows at the Building Centre is now on and will last until May. Official and trade films are being shown. Manufacturers are providing technical staff to answer questions. The present published programme covers Wednesdays until the end of October. A further three months' programme will be published soon. Full information can be obtained from the Director, the Building Centre, 26, Store Street, W.C.1.

The making of trade films is an expensive business and some manufacturers in an effort to obtain their money's worth try to cram too much into them with the result that they are often too technical for the public and too full of sales talk for the professional. Another common fault is that too much is often crammed into too short a time, leaving the audience confused and bewildered.

The Building Centre has, I understand, cast its net wide in preparing its programmes so that the films to be seen there may be taken as representative of what is available in the building films.

#### BATTLE IN WARWICK

Warwick is the latest City where a preservation society is doing battle with the Corporation. The Warwick Society is concerned about the layout of a new Corporation estate of 900 houses near a beauty spot known as Guy's Cliffe. The Borough Surveyor, Mr. R. Wormell, has submitted a scheme which will be considered by the Corporation soon. The Warwick Society feels that the new estate should enhance the beauty of the approach to

Warwick from Kenilworth, and that this is the finest opportunity that the town has had since the great fire of 1694.

"Only an architect," says the Society, "with a specialized knowledge of the design and layout of municipal estates could succeed in creating an estate worthy of Warwick's great traditions." Well said, Sirs! Your Houses, 1953, contains further and more influential support for the Society's views.

#### CONTEMPORARY LUTYENS

A reader has sent me a cutting from the *Observer* which illustrates a "Fine Lutyens House" for sale. The house agent evidently considers it to be an added attraction that the house has recently been "modernized and decorated in contemporary style." It is sad to reflect that he, being only interested in selling the house, is probably right.

#### FRASCATI

The Restaurant Frascati in Oxford Street has been sold and rumour says that the building is to be used for other purposes. Some time ago I asked for some measure of protection for period pieces such as the main public restaurant there, little thinking that it would be threatened so soon. It is one of the last high Edwardian interiors left in London. How could it be preserved? It is difficult to know, for it occupies valuable space. If it were continued as a restaurant more people would want it altered than would admire it as an historical interior. Perhaps the best we can hope for is a really good set of photographs, and who will undertake to see that this is done?

#### GLOOMY NEWS FROM PARIS

According to a well-known French town planner who called on me last week the Paris town plan is being com-

pletely ignored. Buildings are going up without reference to zoning, future roads or the reservation of sites for special purposes. The Government, it appears, gives subsidies by the square metre of housing provided. Permits to build are freely given but as there are no sites available they are useless without a permit to demolish the building

already standing on the site. It is said that politics play a large part in the issue of these demolition licences. A recent law allows building to take place on what remains of the Paris green belt, the site of the 1870 fortifications already partly built upon between the wars.

A B N E R

## NEWS OF THE WEEK

### L.M.B.A. Luncheon to Lord Mayor

The Minister of Works, Sir David Eccles, will represent the Government at the luncheon which the London Master Builders Association is giving to the Lord Mayor in the Savoy Hotel on Monday, Oct. 12. Among others who have accepted invitations are the Chairman, with the Leader and Leader of the Opposition, of the L.C.C.; the Chairman of the Middlesex County Council; the Mayor of Westminster; the Masters, with their Clerks, of the City Companies connected with the building industry; the Chairmen of the Central Land Board and of the Building Apprentices Training Council; the Permanent Secretaries of the Ministries of Labour, Housing and Local Government, and Works; and the Presidents of the Institute of Builders, the National Federation of Building Trades Employers and the National Federation of Building Trades Operatives, the R.I.C.S., the Federation of Civil Engineering Contractors and the National Joint Council for the Building Industry.

### A.U.B.T.W. Amendment

#### Rejected

At the Labour Party Conference at Margate an amendment to the policy on housing by the Amalgamated Union of Building Trade Workers pledging the party to the nationalization of the building and civil engineering industries, and industries which manufactured and supplied building material, was rejected by a large majority.

### Progress of L.C.C. Post-war Housing Operations

The Housing Committee of the London County Council report that during the quarter ended June 30, 1953, 2,762 dwellings were completed, making a total of 52,216 permanent new houses and flats since the war. The number completed in the three months ended March 31, 1953, was 1,672, and the total for the half-year (4,434) compares with 4,217 in the first half of 1952, an increase of 217.

The scarcity of bricks and building



On September 22nd Colt's new factory in Scotland for the manufacture of Colterro Clay Lath was officially opened by Sir Giles Gilbert Scott, O.M., R.A., P.P.R.I.B.A. After this the production line was inspected by a party of thirty prominent architects who had travelled to Scotland at the invitation of W. H. Colt (London) Ltd. for this inauguration.

blocks noted by the Committee in their last report has become more acute and has resulted in the slowing down of work on some schemes. All steps to minimise the effects of these shortages have been taken, including the reservation and direct purchase of such goods.

Road, Bournemouth (Bournemouth 5110).

### COMING EVENTS

*The Illuminating Engineering Society.*  
October 13 at 6 p.m. Sessional Meeting, Presidential Address by W. R. Stevens, at the Royal Institution, Albemarle Street, W.1.

*R.I.B.A.*—The winning designs in the competition for the redevelopment of Marine Parade, Dover, will be on view at 66, Portland Place from October 15-28, Mondays-Fridays 10-7; Saturdays 10-5.

The R.I.B.A. Travelling Exhibition, "Home and Surroundings," will be shown at the following places: The Beaney Institute, Canterbury, Oct. 7-16; The Bankfield Museum, Haley Hill, Halifax, Oct. 8-17; The Public Library, Chatham, Oct. 16-22; The Medway School of Art, Rochester, Oct. 22-27.

*London Master Builders Association.*

October 14 at 2 p.m. General Meeting of Area No. 1. Presentation of prizes to outstanding students employed by the membership to be presented by Harvey G. Frost, O.B.E., Junior Vice-President of the National Federation of Building Trades Employers. At Derry & Toms' Restaurant, Kensington High Street, W.8.

### CHANGE OF ADDRESS

C. K. Capon, P. L. Cocke, M. H. Cooke-Yarborough, A. W. Cox, L. M. De Syllas, J. M. Grice, and M. A. R. Powers, previously practising as Architects' Co-operating Partnership at 34, Gordon Square, London, W.C.1, have moved their office to 44, Charlotte Street, W.1, telephone Langham 5791, and are now practising under the style of Architects' Co-Partnership.

Mr. Anthony Avenell, A.R.I.B.A., has moved his office from 15, Littledown Avenue, Queens Park, Bournemouth, to Ellerslie Chambers, Hinton

**CORRESPONDENCE****Caravan Sites***To the Editor of A. & B.N.*

Sir,—I have just seen your issue of September 3, in which you kindly publish my comment on camouflage for caravans. I venture to reply to your footnote.

Surely you do not suppose that my reasoned arguments are refuted merely by the publication of one selected photograph, coupled with the disingenuous suggestion that the choice lies purely between camouflage and this kind of thing? It is obvious that painting these caravans green will do very little to improve the appearance. The fact is that the group of caravans in your photograph does not show any arrangement harmonizing with the configuration of the ground. In all probability there ought not to be a caravan site there at all. Your photograph, in fact, is a piece of evidence as much in my favour as yours. To paint the caravans the background colour, if it is appropriate at all, is appropriate only for huts and other fixed structures. It is not appropriate for movable dwellings, which do not necessarily stay in one position. The remedy for the discordance to which you have rightly drawn attention lies in giving greater care to the selection of the right locations and to the layout of each site in harmony with the environment.

Yours faithfully,  
W. M. WHITEMAN,  
*Editor, The Caravan.*

**Sales of Council Houses**

Sir,—May I comment on two points of detail in "Dutch Uncle's" article in your number dated October 1, 1953? He refers to "controlled Council houses" and elsewhere to an "un-economic controlled rent." It is clear that he is not thinking of the relatively small number of Council houses which, because they were erected before 1919 or for other technical reasons, are not entirely excluded from the scope of the Rent Restrictions Acts. The bulk of Council houses are so excluded and are only subject, so far as rents are concerned, to the very general provisions of sub-sections (5) and (6) of Section 85 of the Housing Act, 1936, as amended by Section 1 of the Housing Act, 1949, which require the local authority to review rents from time to time and to make such changes, either of rents generally or of particular rents, "as circumstances may require"; the authority is also authorized to grant rebates if it thinks fit. There does not appear, therefore, to be any legal impediment to the raising of rents to an economic level; but there may of course be other difficulties.

On the question of finding the money to pay the annual amount due for Schedule A income tax, it may not be generally known that Inspectors of Taxes will often agree to set off the amount due against the taxpayer's per-

sonal allowances, thus lowering his code number which in turn increases his weekly or monthly deductions under the P.A.Y.E. scheme.

It should also be remembered that many rating authorities are willing to accept rates by instalments although not necessarily spread over the whole of the rating period.

I am, etc.,  
C. V. BAKER.

**D.S.I.R. Note on Stabilized Soil Roads**

The Road Research Laboratory receives a steady flow of enquiries about soil stabilization. Most of them come from architects and builders who are interested in making good, reasonably cheap roads, but who know little about the subject. This note is intended to explain what soil stabilization is and where detailed information can be obtained.

Soil stabilization has been used more and more for making roads in recent years. The method is simple. Briefly, the soil on the site of the proposed road is mixed with one-tenth of its weight of ordinary Portland cement, water added as necessary and the mixture compacted. This soil-cement mixture then hardens and when set is covered with some form of bituminous surfacing. Stabilized soil takes the place of stone macadam or pitching and is often a good deal cheaper.

Before deciding to use this method of road making, it is essential to have the soil tested to find out if it will, in fact, harden when mixed with cement. The tests needed for this are described in British Standard 1924: 1953 "Methods of test for stabilized soil," published by the British Standards Institution, 2, Park Street, London, W.1, price 12s 6d net. There are a number of firms who will carry out this testing work on payment. A list of these can be obtained from the Director of Road Research, Road Research Laboratory, Harmondsworth, Middlesex.

Road Note No. 15 gives the details necessary for preparing specifications for a stabilized soil road. It was prepared by the Road Research Laboratory with the collaboration of engineers who have a wide experience of the successful use of the process. Its title is "Specifications for the construction of housing estate roads using soil-cement." This can be bought from any branch of H.M. Stationery Office for 9d net or by post from P.O. Box 569, London, S.E.1, price 10½d including postage.

A description of the operations involved in making a soil-cement road and complete information on this particular form of construction are given in "Soil Mechanics for Road Engineers." This is a technical work, which includes chapters on soil classification, compaction, stabilization and the design of road pavements and is also published by H. M. Stationery Office and costs 30s net or 31s 2d by post.

**Guild of Lettering Craftsmen**

The Annual Exhibition of the Guild will be held on Saturday afternoon, October 31, 1953, at Friends House, Euston Road, London, N.W.1, from 2-6 p.m., admission free.

During the afternoon members of the Guild will give practical demonstrations with chisel, brush and pen.

At 4 o'clock, an illustrated lecture entitled "Greek and Roman Letters as the Greeks and Romans made them" will be given by Professor Eric Turner, of University College, London.

**The Worshipful Company of Plumbers Travelling Scholarship**

The Worshipful Company of Plumbers have decided to revive the Travelling Scholarship awarded by the Company before the War. The Scholarship, however, will now be increased to the value of £100, and two Scholarships will be awarded in alternate years, commencing from 1954, and thereafter in 1956, 1958, etc.

The object of the Scholarship is to permit successful candidates to study unusually large or exceptionally technical plumbing works and for this purpose the Company would expect the student to travel for six weeks at a minimum, probably together with his co-student, in various parts of the United Kingdom, and even abroad when travelling facilities are easier. The Company would assist such study by approaching owners or contractors to arrange for inspection of their works by the students.

The names of candidates who must be between 21 and 30 years of age must be received on or before March 31, 1954 and must be sent to the Clerk, Worshipful Company of Plumbers, 108a, Cannon Street, London, E.C.4.

**I.A.A.S. Examinations—A Correction**

In the announcement recently made of the approval by the National Joint Council for Local Authorities of the I.A.A.S. Examinations in the Quantity Surveying and Building Surveying Sections for promotion purposes, it was incorrectly stated that the passing of the Intermediate Examination confers eligibility for promotion in local authority service to posts designated "professional" up to APT IV and that the Final Examination confers eligibility for promotion to the higher grades provided that the officer has had five years' approved experience.

In fact, passing the Intermediate Examination does not at present confer eligibility for promotion. Passing of the Final Examination confers eligibility for promotion up to APT IV and for promotion beyond that point dependent upon five years' approved experience.

## COMPETITION FOR THE RE-DEVELOPMENT

**★ FIRST:** Premium 1,000 gns—Messrs. Dalgliesh & Pullen

**★ SECOND:** Premium 500 gns—F. Russell Cox, F.R.I.B.A.

**★ THIRD:** Premium 250 gns—Messrs. Jackson & Edmonds

**★ FOURTH:** Premium 150 gns—Messrs. Braddock & Martin-Smith

**★ FIFTH:** Premium 75 gns—Messrs. Stewart & Hendry

**★ SIXTH:** Premium 50 gns—Messrs. J. Brandon-Jones & Kenneth G. Miller

The Assessor was Mr. Arthur W. Kenyon, C.B.E., F.R.I.B.A., M.T.P.I.

**144 designs were received, which are on exhibition at the Town Hall, Dover, from Monday October 5 to Saturday October 10, both dates inclusive. The Exhibition will be open between 10 a.m. and 5 p.m. each day. There will be a further Exhibition of the six premiated designs at the Headquarters of the R.I.B.A., 66, Portland Place from October 15-28, Mondays-Fridays 10-7, Saturdays 10-5.**



### WINNERS' REPORT

**T**HE drawings attached to this Report show the development of the above land, making provision for a total of 301 flats incorporating 1,003 habitable rooms, as follows:

	Total habitable rooms	Persons accommodated
39 two-room flats ...	78	85.8
139 three-room flats ...	417	458.7
107 four-room flats ...	428	470.8
16 five-room flats ...	80	88
<b>301 flats</b> ...	<b>1003</b>	<b>1,103.3</b>

Provision has been made for 52 lock-up garages and communal garage space has been provided, in addition, for approximately 65 cars.

There are 308 stores for the use of the occupants of the flats, and also a main boiler house and fuel store required for supplying hot water and background heating.

#### Layout

The flats are divided into fourteen separate adjoining blocks. Blocks I—IX being nine storeys high and Blocks X—XIV 15 storeys high.

The lower series of blocks are in line and facing directly out to sea in a S.E. direction, the sitting room and at least one bedroom in every flat having an uninterrupted sea view.

The higher series are in crescent form, and face generally due south, also having an uninterrupted sea view, with the exception of certain two-room flats in Block X. It is not possible for any occupant of any flat (with the above exception) to see the rear elevation of any other.

The flats have been laid out in the above form, not only to ensure that they have a sea view as well as a maximum amount of sunlight and privacy, but also careful consideration has been given to the general silhouette and massing, as well as the setting of the blocks, bearing in mind the very important position that this site occupies, particularly when viewed from the Harbour and its relation to the Cliffs and Castle above, the latter forming a background to the higher range of blocks.

Consideration has also been given to the treatment as seen from Camden Crescent and Granville Gardens, and also

having regard to the future development of the land to the N.W. of the New Road.

The garage accommodation has been distributed to ensure easy access from all blocks. The 52 lock-up garages have been placed in line immediately behind the lower blocks I—IX, and the communal garage housed under a terrace immediately in front of the crescent-shaped higher blocks X—XIV. The access road to the flats follows generally the line of the main frontage of the buildings entering the site from Marine Parade, curving round in front of the terrace and along the front of the lower blocks, thus connecting with Wellesley Road.

A service road enters the site from Wellesley Road opposite Camden Crescent, and passes along the rear of Blocks I—IX, giving access to the rear entrance of these blocks, their refuse chambers, the lock-up garages and fuel store of the main heating chamber or boiler room, and thence to the communal garage. Ample turning space is provided in this road for fire service and refuse collecting vehicles. Provision has been made for two points of communication between this service road and the front access road by passing under the blocks dividing them, thus permitting residents to bring their cars from the garages to the front doors of each block without leaving the site.

There is a further service road behind the higher blocks X—XIV giving similar access to the refuse chambers, and for the use of the fire service. There is, in addition, an entrance to the communal garage from Marine Parade.

Wellesley Road is shown connecting to the New Road to Eastern Docks, but this is not essential for the circulation of the roads serving the flats. The only other connection to the New Road is the service road behind Blocks X—XIV.

There are a further three points of entry for pedestrians from this road, the main one of which is immediately opposite site and on the axis of Woolcomber Street, thus forming a vista through the large archway beneath the flats at this point.

#### Planning

Each block is served by its own individual lift with collective control in both directions, main staircase and additional fire escape staircase from the 6th storey upwards, the latter having direct communication with the main staircase and lifts

## DEVELOPMENT OF MARINE PARADE, DOVER

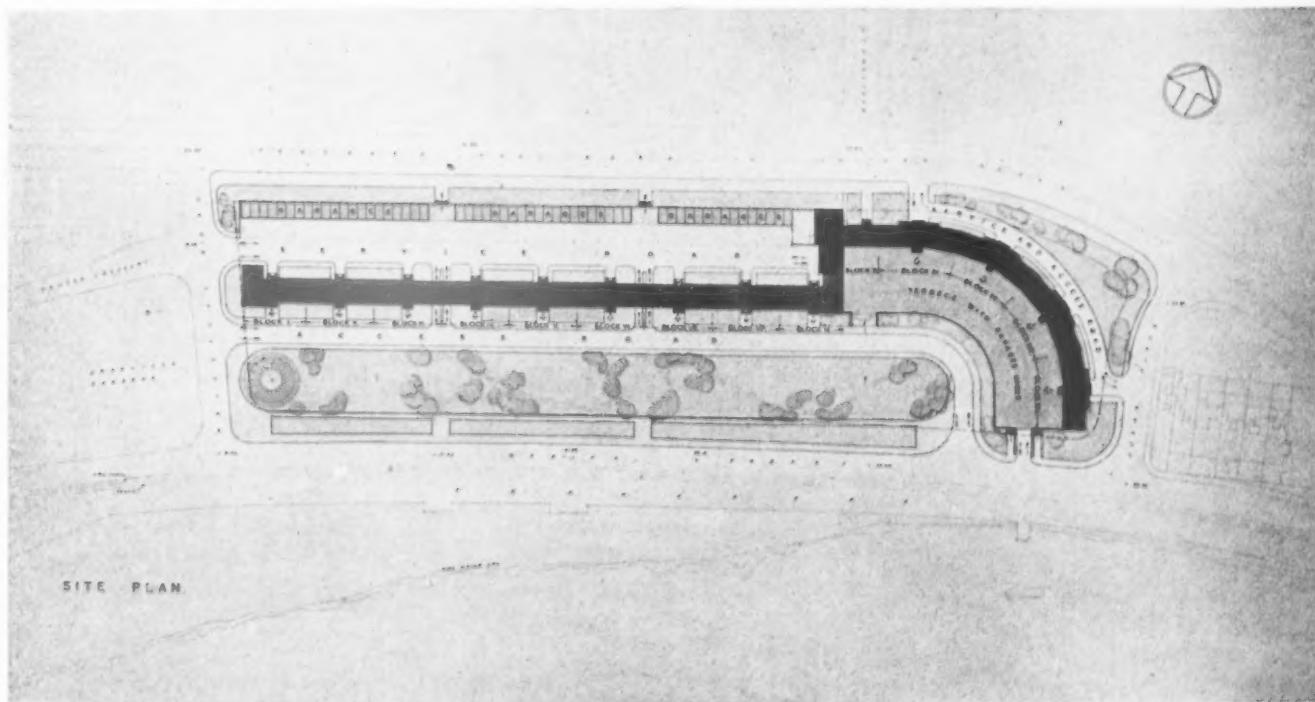


DEVELOPMENT OF MARINE PARADE, DOVER

WINNING DESIGN BY KENNETH DALGLIESH & ROGER  
K. PULLEN, F/F.R.I.B.A., A.A.DIP.  
& G. H. Beech, A.R.I.B.A.

Assistants: R. H. Francis, A.R.I.B.A., A.A.DIP.,  
Perspective by James Gardner

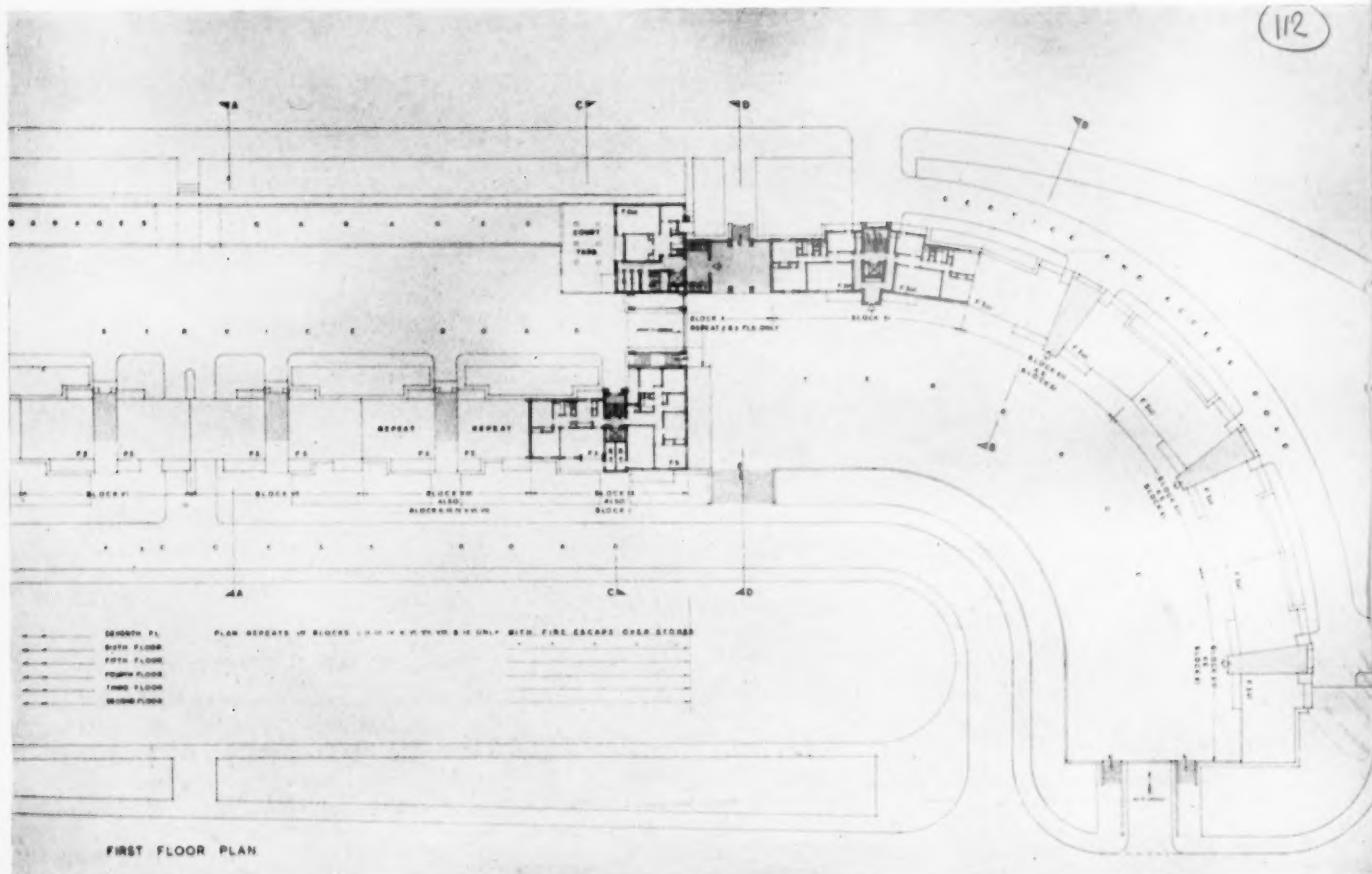
1st



in adjoining blocks at top floor level. In each block, except Block X, two flats are served by each lift on every floor level, the lift in Block X serving three flats per floor. The lift shaft also contains a dry riser with a hose connection

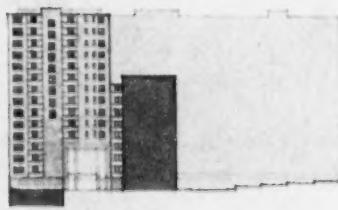
at ground floor level, and further connections on each upper floor, thus enabling the fire service to connect their pump at ground floor level and their hoses at any of the upper floors.

[Continued on page 419]

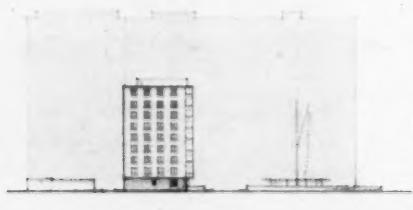


### Dover Competition

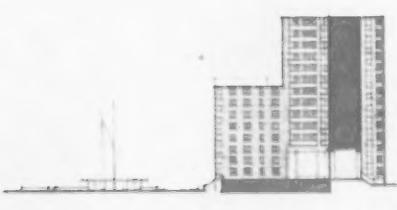
**1st DESIGN BY MESSRS. DALGLIESH & PULLEN**



S E C T I O N C C



W B S Y G L E V A T I O N

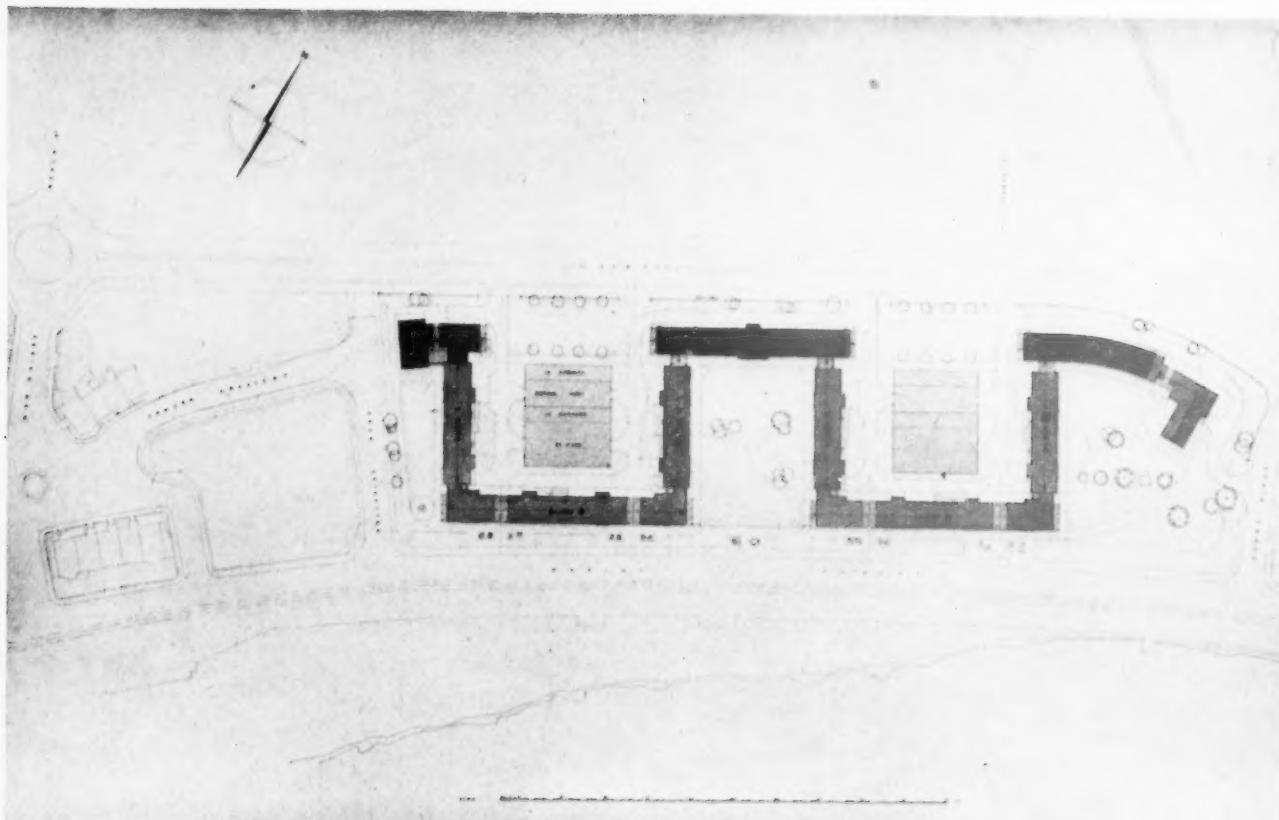


S E C T I O N B

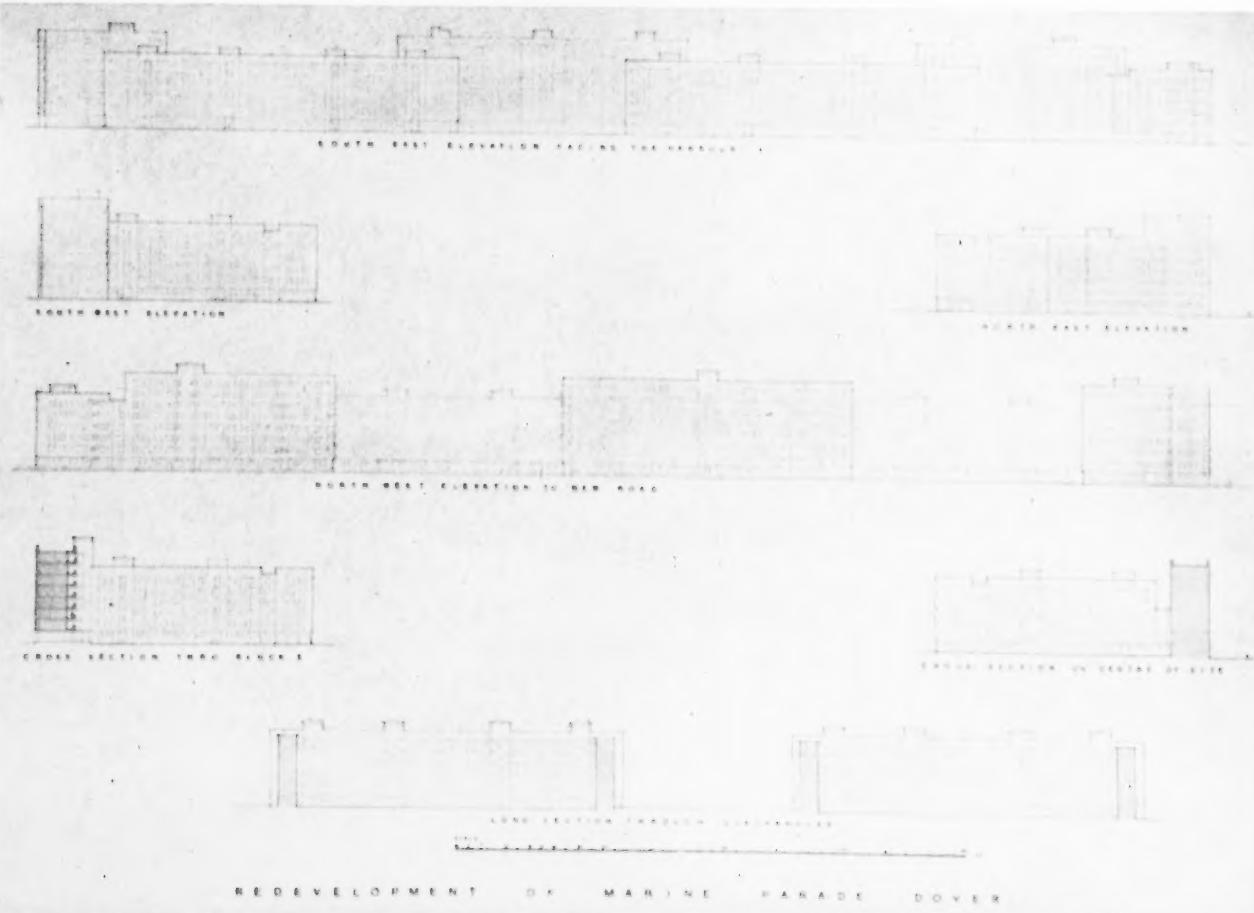


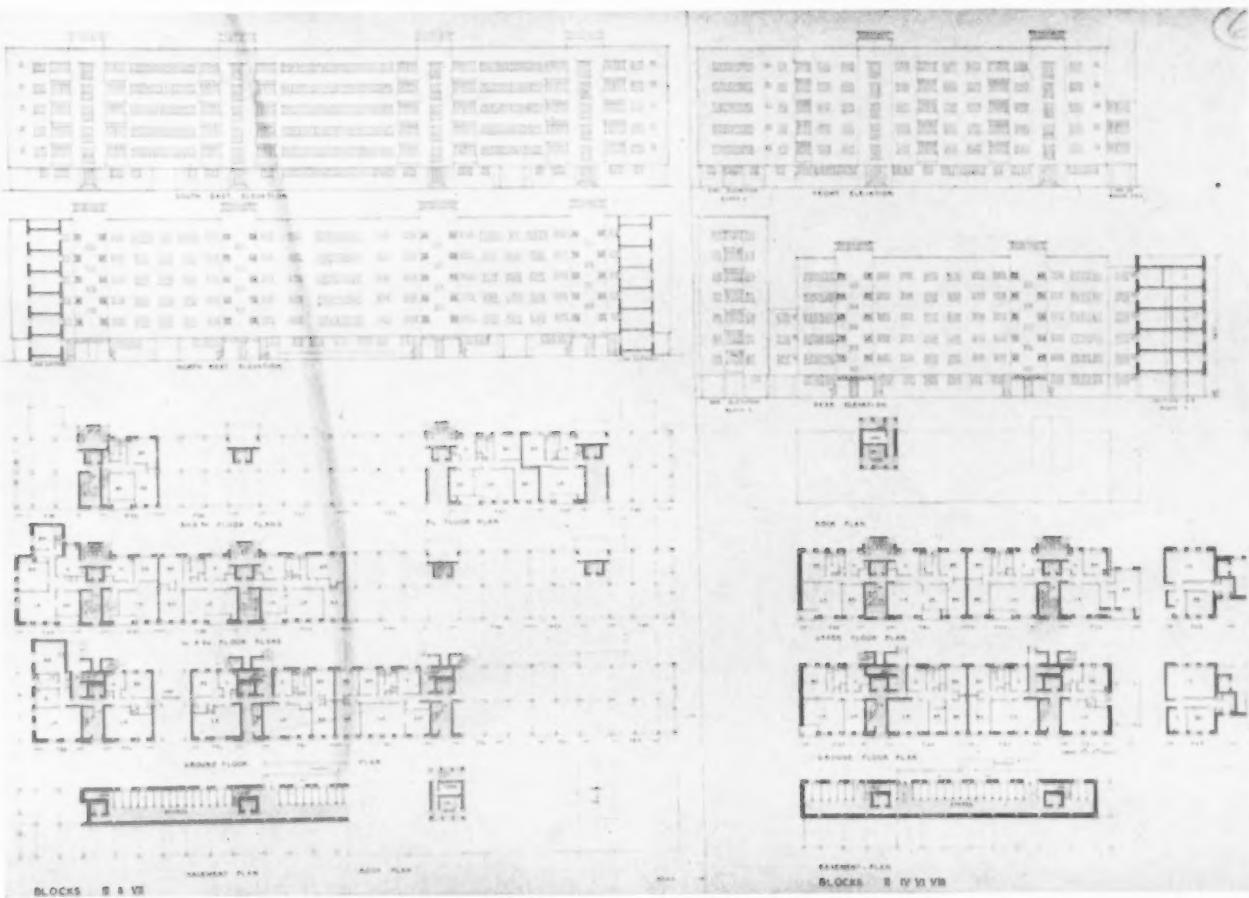
**N O T H E L E V A T I O N**





**2nd DESIGN BY F. RUSSELL COX, F.R.I.B.A.**





#### WINNERS' REPORT continued

Refuse chutes have been provided at the rear of each block, the access to them being from small private balconies outside each kitchen, thus ensuring freedom from any unpleasant smells in the flats should the chutes, for any reason, become fouled, and the nuisance of untidy tenants dropping rubbish is confined to the individual concerned. The chutes rise to roof level so that they can be cleaned from the top.

Service ducts pass vertically through each flat and contain hot and cold water supplies, cold rising main, soil and rainwater drainage, electric mains and telephone cables, etc. Access to this duct is provided at each floor.

A refuse chamber has been included at the bottom of each chute at ground level with doors facing the rear service road, thus ensuring easy clearance of rubbish.

A sufficient number of stores has been provided to serve all flats, the majority of these being at ground floor level and placed conveniently near the lifts for easy access from the flats above. The flats on the first to fourth floors have stores opening off their balconies in the space that is occupied by the fire escape stairs above.

All flats have rooms of the required superficial area within a margin of approximately 3 square feet. A separate W.C. has been provided in each case, with an additional W.C. in the bathroom of the 4- and 5-room flats. The bathroom, W.C., drying cupboard, kitchen and airing cupboard (with calorifier) in each case are arranged around the vertical duct for economy in hot water supply, drainage, etc.

The 3-, 4- and 5-room flats have space for a perambulator off each entrance lobby, the lobby itself being ventilated directly to the open air or by a trunk. The broom and meter cupboard in each flat is shown opening into the kitchen but in all cases this could open into the lobby, if desired.

The larder vents all face either N., N.E. or N.W.

#### 2nd

Spacious balconies have been provided to all flats above ground floor in Blocks I-IX, and above first floor in Blocks X-XIV, the first floor flats being at terrace level. In all cases, the living room has a balcony, and about 50 per cent of the main bedrooms. Where bedrooms do not have a balcony, that to the living room is equivalently larger, thus each flat of any one type has the same aggregate area of balcony space. Where balconies are not screened from the adjoining flats by staircase towers, individual protective screens have been provided at the ends.

Cold water storage tanks are housed at roof level over each main staircase, having a minimum capacity of 30 gallons for each flat in any particular block. The cold storage tank serving the main boiler house is housed at roof level over Block X.

Lift motor rooms are also at roof level over the lift shaft and fire escape stairs.

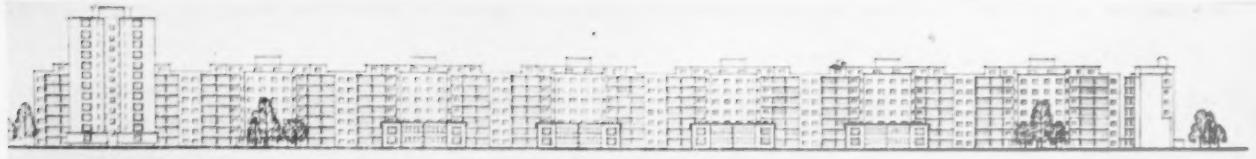
Advantage has been taken of the fall in the site from N.E. to S.W. by the incorporation of the communal garage under the terrace of Blocks X to XIV, and also the slight fall from N.W. to S.E. by the siting of the lock-up garages at the rear of Blocks I-IX.

#### Structure

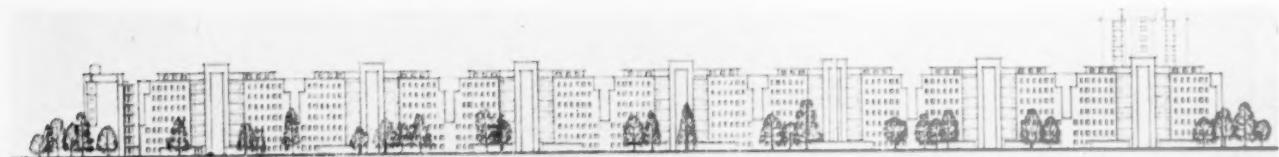
All blocks are of a monolithic reinforced concrete structure, each block having six 6in reinforced concrete transverse vertical spine walls, one each side of the staircase and lift towers, one at each end of each block and an intermediate one between the staircase tower and the end of the block forming an internal partition.

All floors and the roof will be 5in solid reinforced concrete, the cantilever balconies being 4in thick. The staircases and newel walls will also be in reinforced concrete.

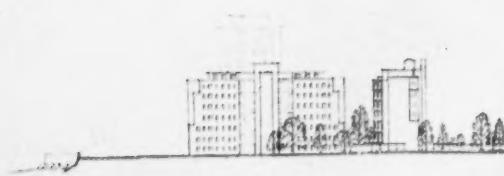
[Continued on page 42]



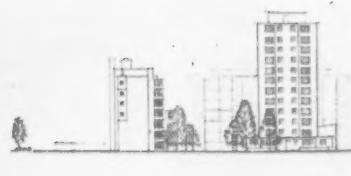
SOUTH ELEVATION



NORTH ELEVATION



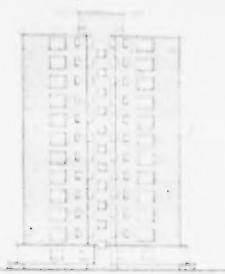
EAST ELEVATION



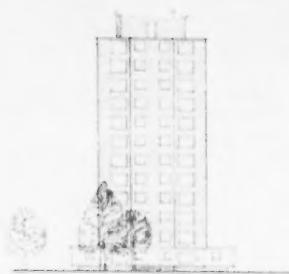
WEST ELEVATION

SCALE OF FEET

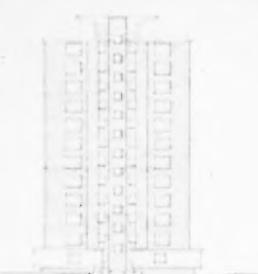
ONE HUNDRED FEET



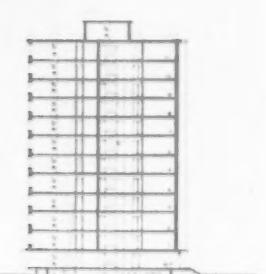
SOUTH ELEVATION



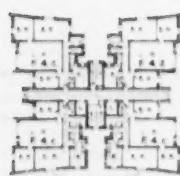
NORTH ELEVATION



EAST ELEVATION



SECTION A-A



GROUNDS FLOOR PLAN



ROOF PLAN



SOUTH ELEVATION



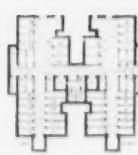
NORTH ELEVATION



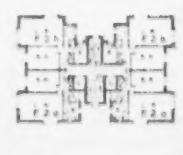
EAST ELEVATION



SECTION A-A



ELEMENT PLAN



OVERALL FLOOR PLAN



GROUNDS FLOOR PLAN

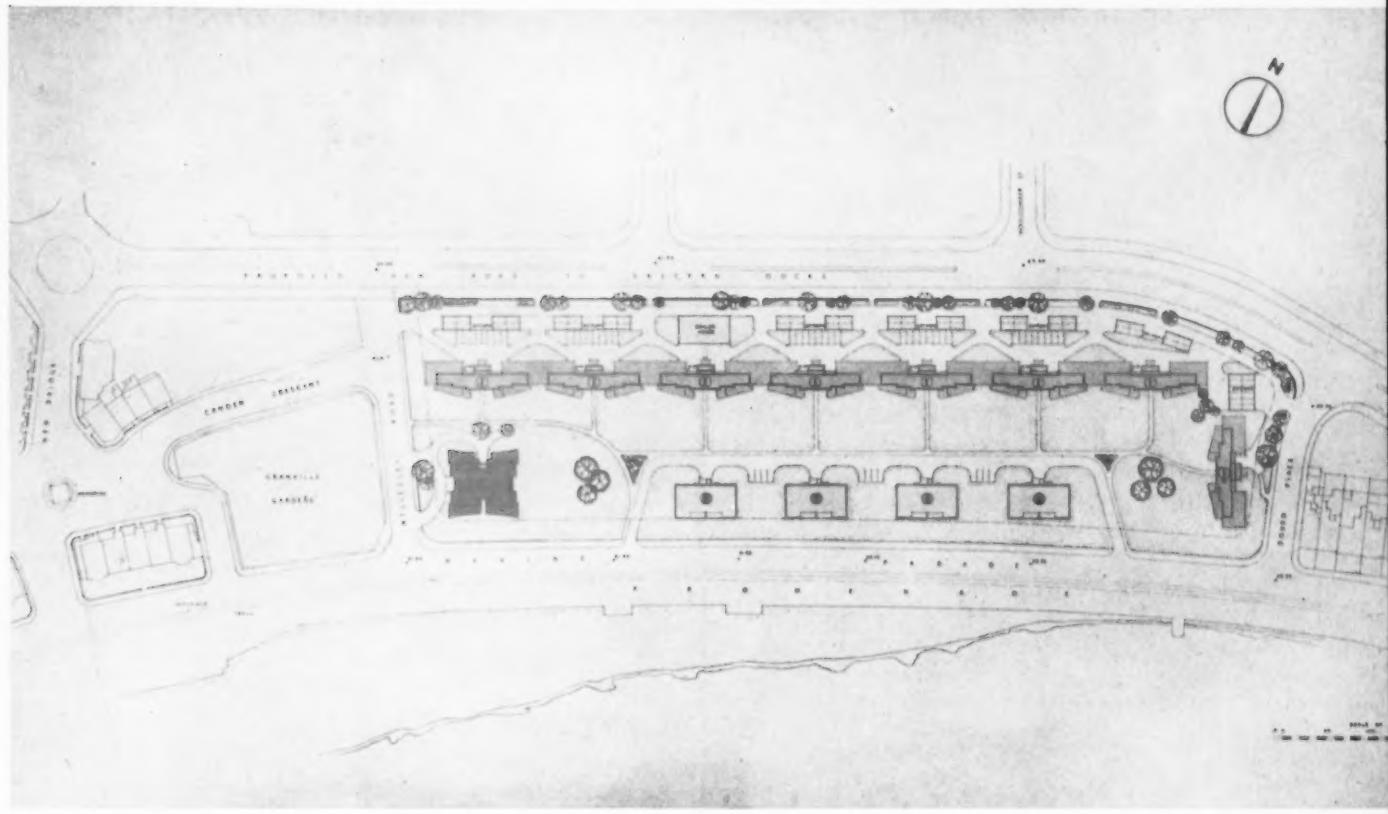


FIRST FLOOR PLAN



ROOF PLAN

**3rd DESIGN BY MESSRS. JACKSON & EDMONDS**



## WINNERS' REPORT continued

**3rd**

Three 8in x 12in reinforced concrete beams span longitudinally at floor levels between the spine walls, one at the front, another at the rear and one intermediate beam approximately midway between and over the central dividing partition. The beams at front and rear are set back 4½in from the finished face of the building with a 3in projecting toe to carry the brickwork above. None of the external beams will be visible. Generally, the floors will span from back to front.

Expansion joints have been allowed between each block by building the end spine walls of each adjacent block 2in apart, thus also giving sound insulation between adjacent flats. The spine walls will be supported on reinforced concrete foundations.

*External Walls* are of 9in brickwork built 4½in proud of all concrete spine walls, beams, etc. At exposed ends of the building, spine walls will be covered with 4½in of brickwork tied back with metal cramps forming permanent shuttering. Similar treatment is adopted where the spine walls each side of the lift towers project beyond the external face of the building.

*Internal Walls.* The inner lining of all external walls will consist of 2in slabs formed of lightweight expanded clay aggregate on felt strips, with a 2in cavity between them and the external brickwork. Partitions dividing the flats into various rooms will also be similar 2in slabs on felt strips. The wall enclosing the vertical ducts will, however, be in 4½in brickwork.

*External Finishes.* The roof will be covered with asphalt on screed laid on an insulating bed of 2in lightweight expanded clay aggregate. The roof to the communal garage or terrace will consist of a concrete paving on asphalt, incorporating pavement lights.

External brickwork will be in a warm grey stock with light pointing, except at ground floor, where a dark purple brown matt finished tile will be used.

Balconies will be covered in hard asphalt on their upper surfaces, the soffits and fasciae to be bush hammered and treated with a coloured cement wash. All exposed concrete at window heads, and string course at first floor level, will be treated similarly. The balcony fronts will consist of 1in

thick coloured stove enamel Holoplast panels in galvanized metal tubular frames, with light steel rod ornamentation. Continuous vertical tubes connect the external angles of balconies for the whole height of the buildings, and thus contribute towards a graceful vertical treatment, all metal-work being painted.

Windows will be specially designed, stormproof, timber framed casements, painted, with low sills to give uninterrupted vision. Access doors to all balconies will, similarly, be in timber, painted.

### Estimate of Cost

*Blocks I and IX :* (A) Gross cubic content 203,344 feet cube @ 4/0½ = £41,092.

(B) External Balconies 1,530 feet super @ 10/- = £765.

(C) Lift installation including collective control @ £2,800.

Total, each block £44,657 × 2 = £89,314.

*Blocks II to VIII :* (A) 174,800 feet cube @ 4/0½ = £35,324.

(B) 2,445 feet super @ 10/- = £1,223.

(C) £2,800.

Total, each block £39,347 × 7 = £275,429.

*Block X (Including Boiler Room, etc.)*. (A) 427,300 feet cube @ 4/0½ = £85,460.

(B) 3,360 feet super @ 10/- = £1,680.

(C) £4,750.

Total, one block £91,890.

*Blocks XI and XIV :* (A) 327,500 feet cube @ 3/11½ = £64,818.

(B) 2,815 feet super @ 10/- = £1,408.

(C) £4,750.

Total, each block £70,976 × 2 = £141,952.

*Blocks XII and XIII :* (A) 328,320 feet cube @ 3/11½ = £64,980.

(B) 2,800 feet super @ 10/- = £1,400.

(C) £4,750.

Total, each block £71,130 × 2 = £142,260.

*Lock-up Garages (56 in all) :* (A) 131,510 feet cube @ 1/1 = £7,123.

*Communal Garage with Terrace over :* (A) 372,400 feet cube @ 1/4½ = £25,603.

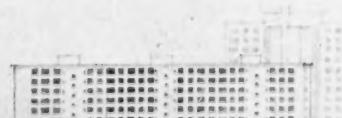
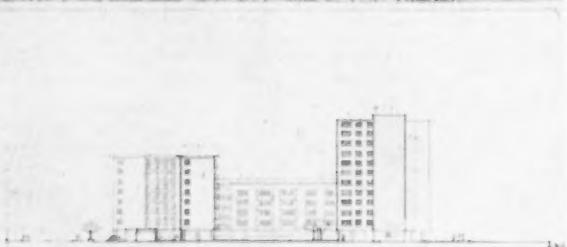
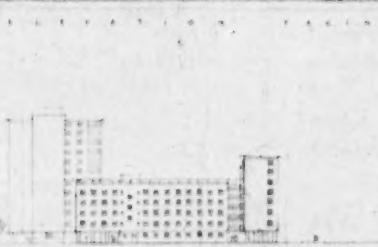
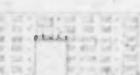
*Total Approximate cost of scheme : £773,573.*

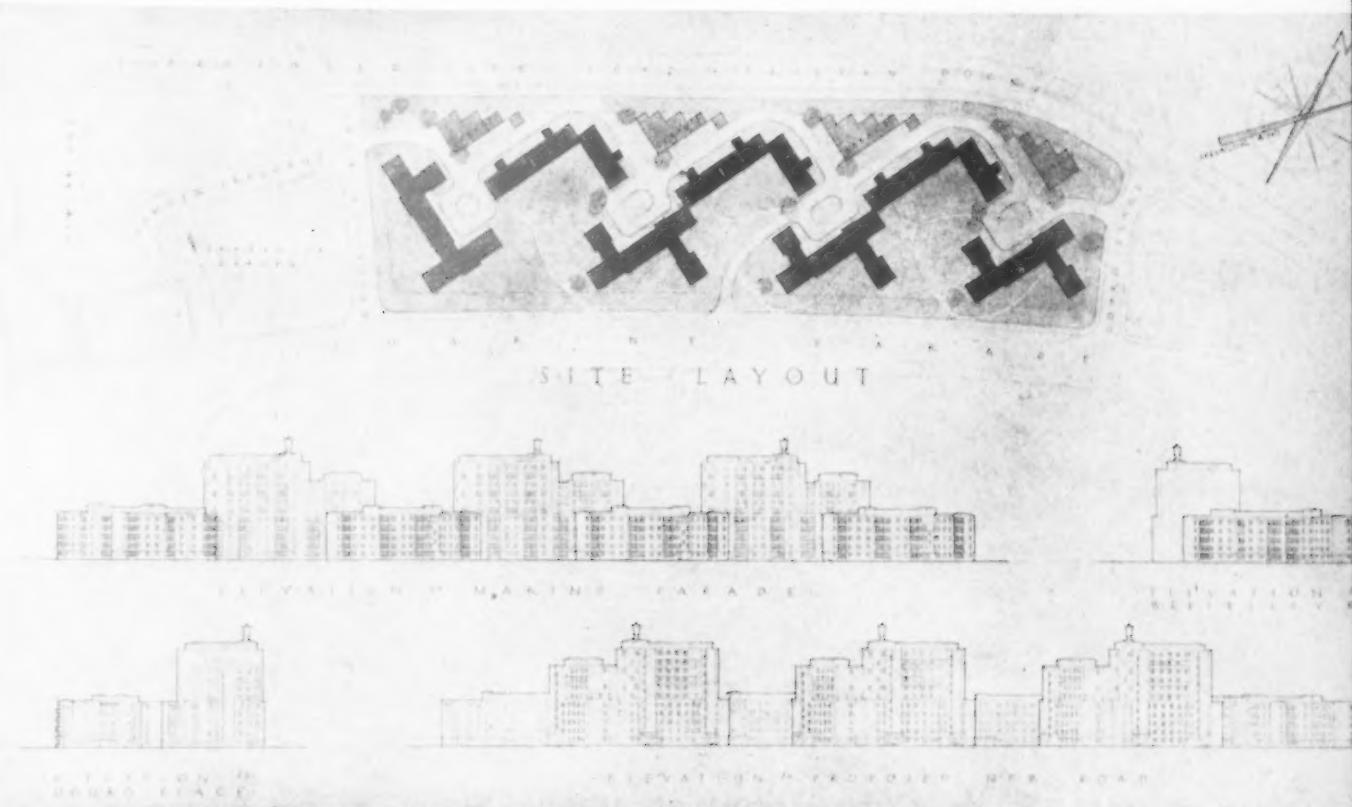
BLOCK	NUMBER OF APARTMENTS ON SIDE				TOTAL
	F1	F2	T1	T2	
1	16	21	17	12	62
2	16	21	17	12	62
3	16	21	17	12	62
4	16	21	17	12	62
5	16	21	17	12	62
6	16	21	17	12	62
7	16	21	17	12	62
8	16	21	17	12	62
9	16	21	17	12	62
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14	16	21	17	12	62
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102	16	21	17	12	62

LARGE SPACES FOR CAR PARKS

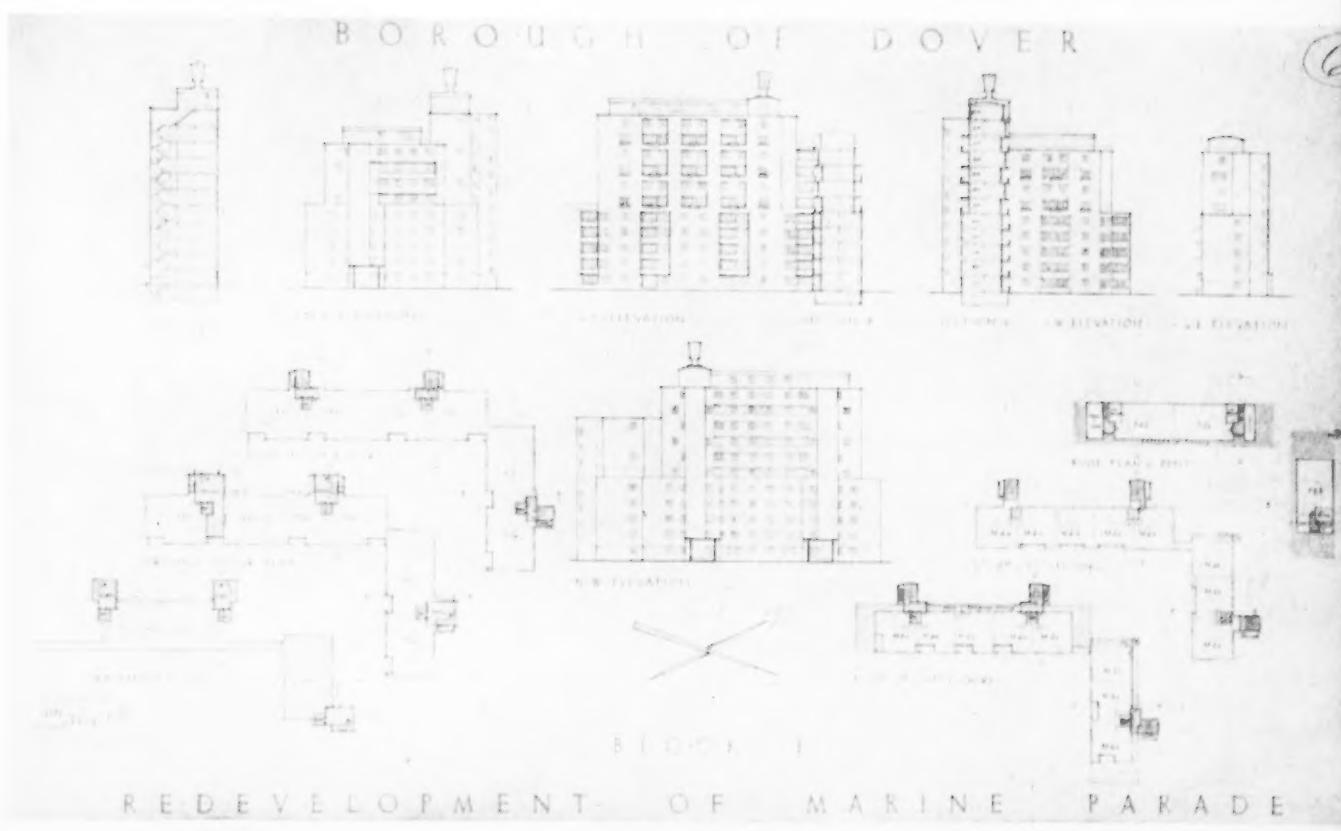


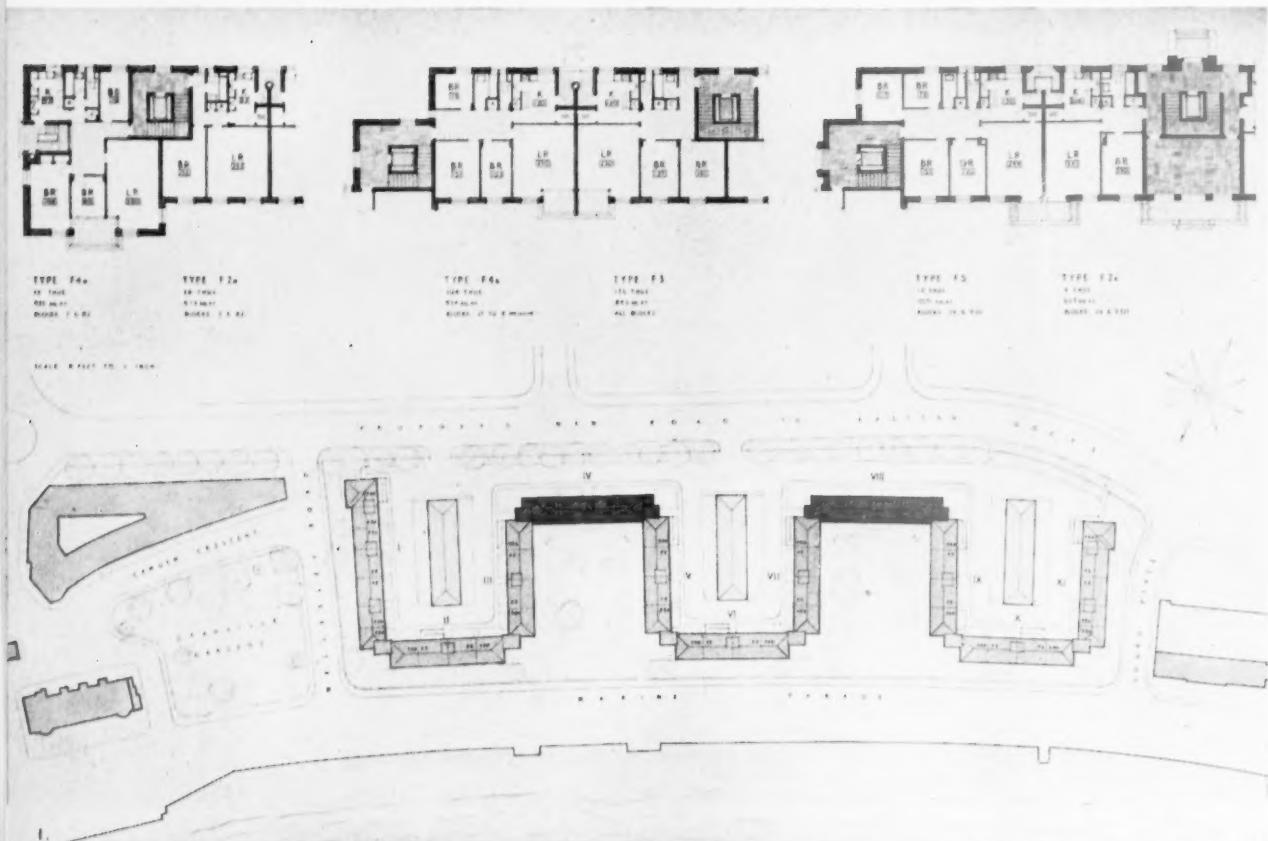
4th DESIGN BY MESSRS. BRADDOCK & MARTIN-SMITH





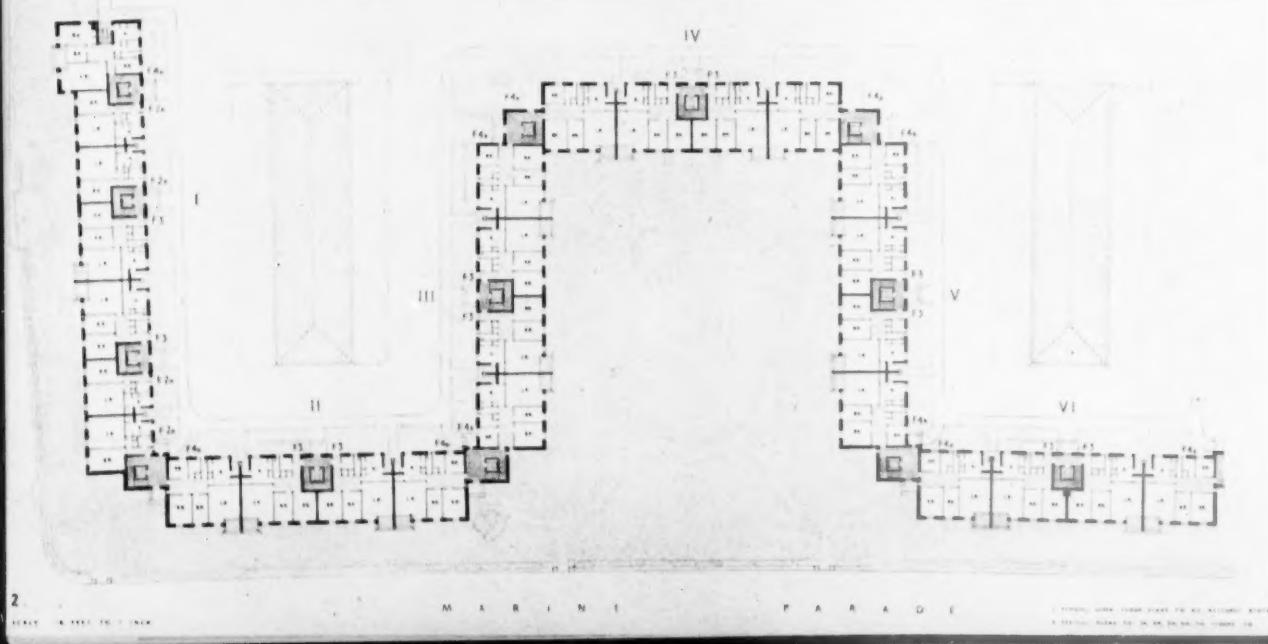
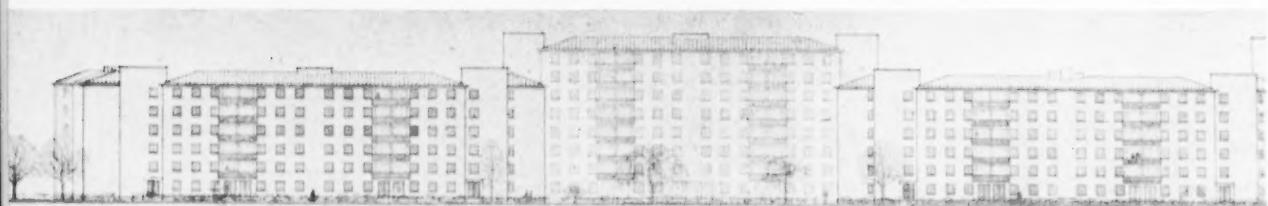
**5th DESIGN BY MESSRS. STEWART & HENDRY**





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Dover  
Competition





*Junior School from S.E.*

## HONILANDS PRIMARY SCHOOL, Enfield, Middlesex

C. G. STILLMAN, F.R.I.B.A., County Architect  
C. E. HARTLAND, A.R.I.B.A., Area Architect  
P. W. DUMPRESS, Assistant in Charge

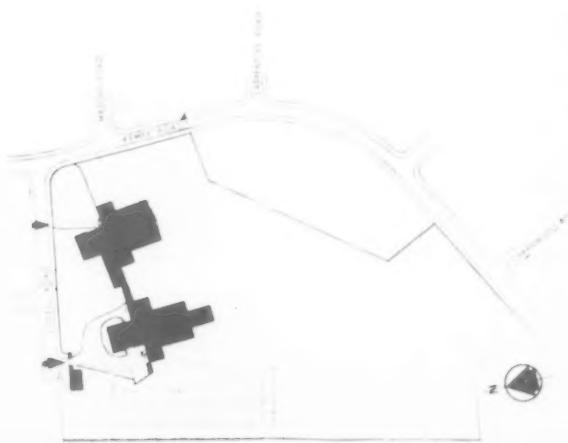
MIDDLESEX County Council are well abreast of their school building programme, some 104 departments have been built and occupied since the war, over 70 are either in the process of being built at this moment or at the planning stage. The 100th school is to have a ceremonial opening by the Rt. Hon. Lord Piercy later this month. It is doubtful whether any other county can equal Middlesex when they say that they have supplied over 41,000 new places since the war.

Honilands Primary School consists of Junior and Infant departments in separate buildings, connected by a covered way. The school was designed late in 1951 for that year's building programme. The structural system used illustrates the end of a particular phase in research carried out by the schools department of the M.C.C. Five schools were designed in this manner, of which Honilands Primary School is the first to be finished and occupied. It is apparent, however, that steady progress in design development is made by the department and a more simple solution to the problem has already been provided.

The school has places for 560 children and was built at a cost of £125 a place, compared with the maximum of £140 stipulated by the Ministry of Education.

### Site

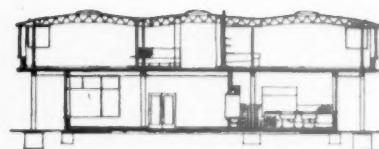
The site, which has a clay sub-soil, is situated on the edge of a housing estate on the West side of Enfield. There is a slight change in level between the two schools but in the main the site, which is 6.88 acres in



*Block plan*



JUNIOR SCHOOL



## Honilands Primary School

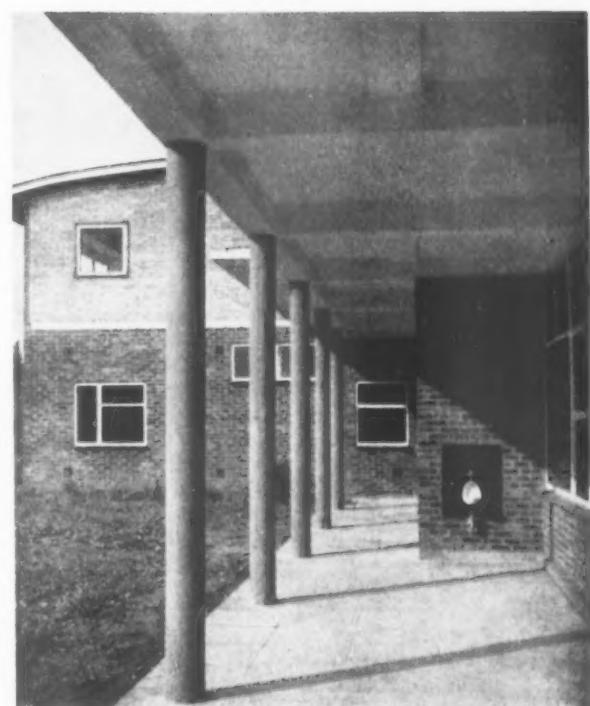
all, is level; in the near future the remainder is to be laid out as playing fields.

### Planning

The plan is a development of the one adopted for a group of single-storey primary schools built in 1950. It is influenced by the need to make schools as informal as possible, suitable to the needs of young children; an additional factor is the wish to reduce circulation space, cutting out long straight corridors, and using circulation areas for an additional purpose, that of providing cloak stands near the classrooms.

Classrooms have large windows facing east or west, with one in each room facing south, and are also top lit in the Infants' School and on the first floor in the Junior School. Colours are bright and clear throughout, with occasional darker accent-colours.

The Infants' School is a single-storey block, linked to the two-storey Junior School by a covered way. The departments are separate, with their own staff and teaching rooms, and assembly halls. The only accommodation used by both departments is the dining hall and kitchen.



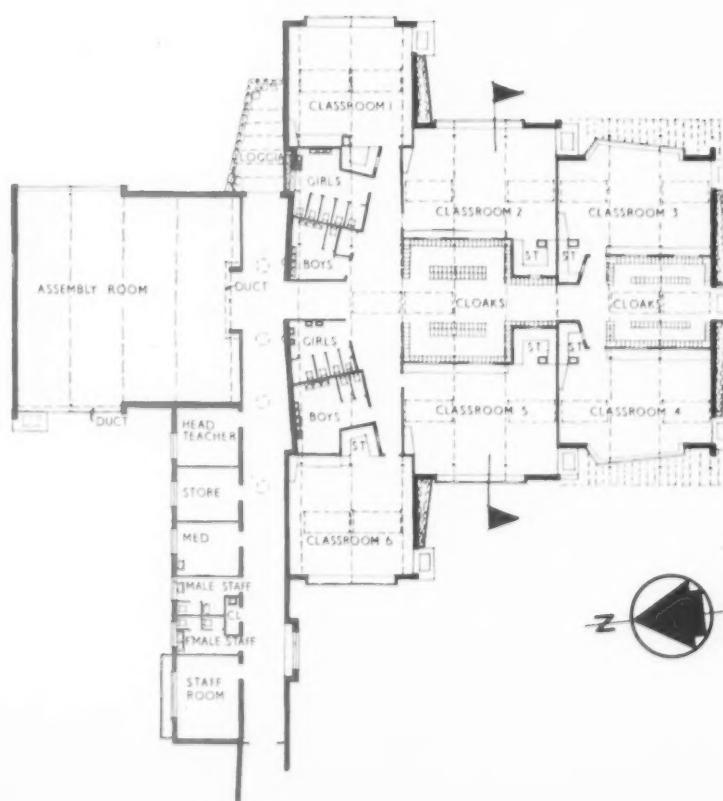
Covered play space

TYPICAL SECTION



INFANTS' SCHOOL

GROUND FLOOR  
PLAN



## Honilands Primary School

### Construction

The curved lattice truss developed by the department is supported upon steel columns; the in two-storey structure the same structural system is raised up on to a first floor reinforced-concrete slab supported on an r.c. frame.

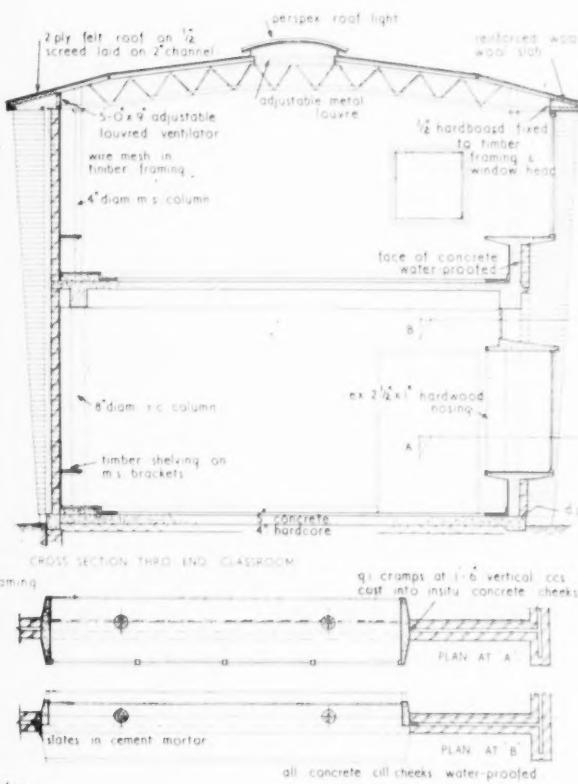
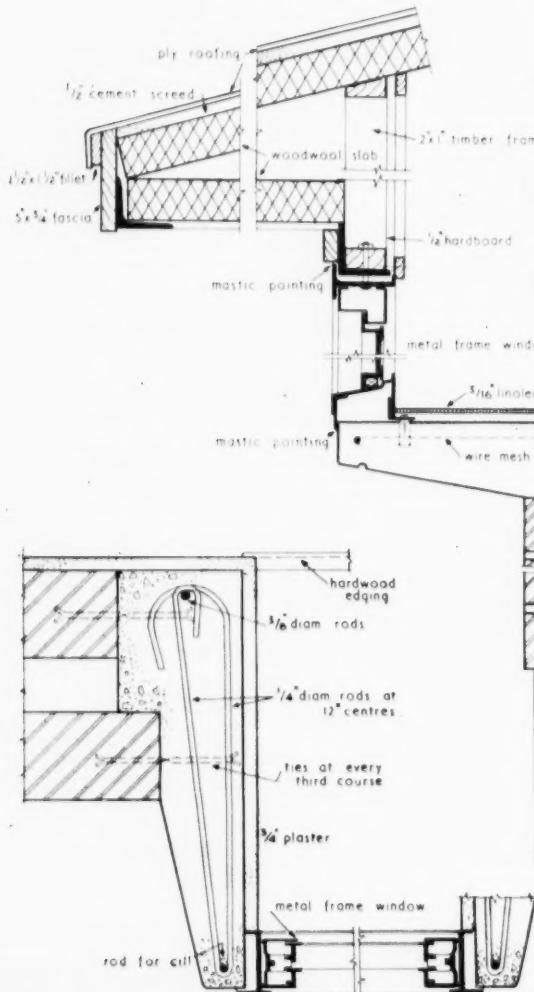
Walls are of cavity brickwork, fair faced externally and occasionally internally, otherwise plastered. Plastered walls are mainly painted, the exceptions are covered with papers with bold designs.

Floors are wood block in the teaching-rooms and granolithic or Resinoid Jointless Flooring in the circulation areas.

Ceilings are left with the natural finish of the wood-wool slabs showing, principally for acoustic reasons.

[Continued on page 430]

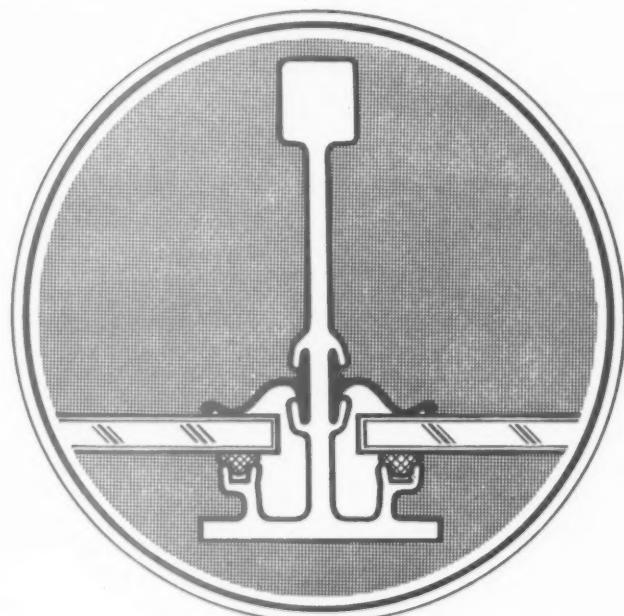
### CONSTRUCTIONAL DETAILS



ABOVE:  
DETAIL THROUGH  
JUNIOR SCHOOL  
TWO-STORY  
BLOCK.  
SCALE: 1 in = 8 ft

ONE EIGHTH FULL SIZE DETAILS  
SHOWING WINDOW FIXING AND  
WINDOW SURROUNDS.

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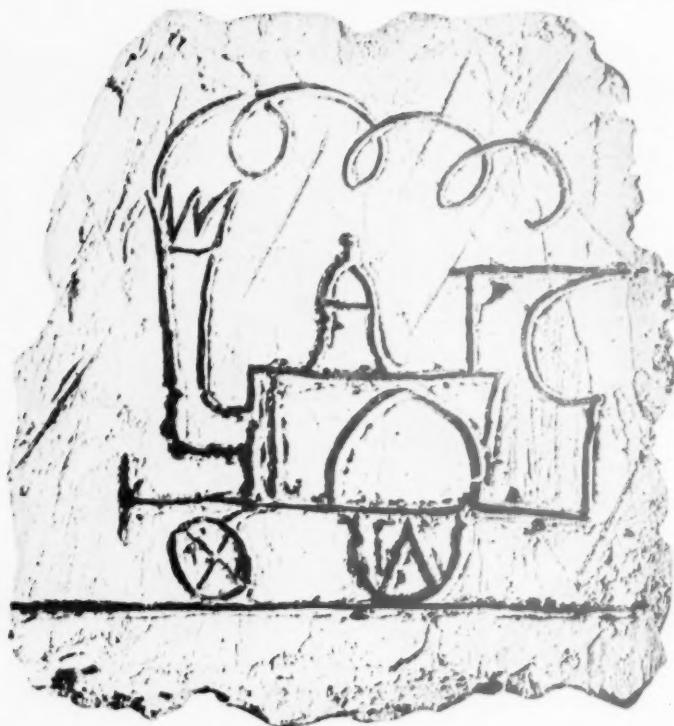
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Dining hall shared between both schools

**Honilands Primary School**

First floor corridor—cloakroom, Junior School



### **Honilands Primary School**

These slabs are the channel-reinforced type and are covered by 3-ply bituminous felt.

#### **Junior School**

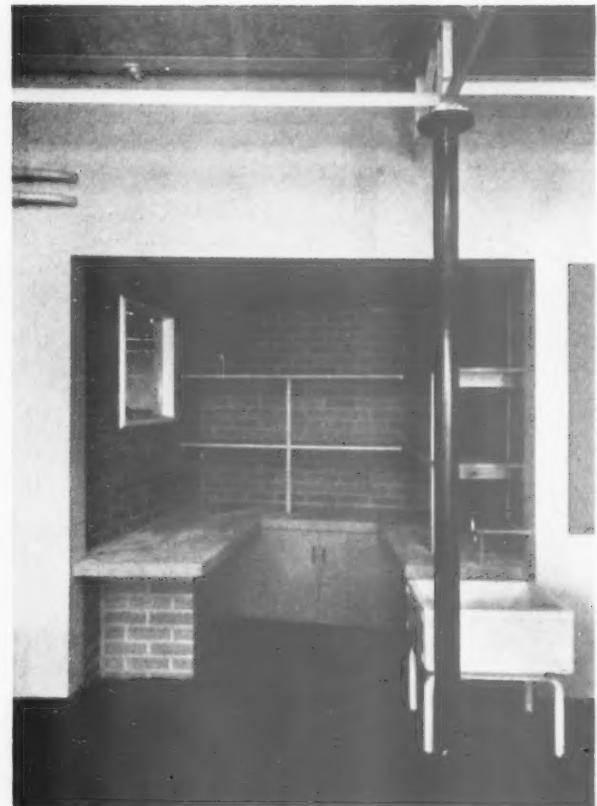
The Junior School has six classrooms on the first floor and two on the ground floor with the assembly hall, staff rooms, kitchen and dining-room. There are two sets of lavatories, one on the first and one on the ground floor readily accessible from the playgrounds. Two staircases lead to the first floor, one at each end of the building.

#### **Infants' School**

There are six infants' classrooms, assembly hall and staff rooms in the single-storey block. The height of the hall has been reduced by two feet, from an average of 14ft to an average of 12ft ; this was done as a result of reports made by infant school teachers that the young children found the halls rather overwhelming. Roof lights have been added in this case to ensure adequate lighting in the hall. The same criticism was made of lavatory partitions, especially for the five year olds ; consequently the partitions and doors have been much reduced in height.

*Continued on page 432]*

**Below : A typical infants' school classroom. Note the Colt adjustable louvres under the roof lights. Above : Classroom storage recess. The small glazed opening looks on to the cloakroom corridor.**



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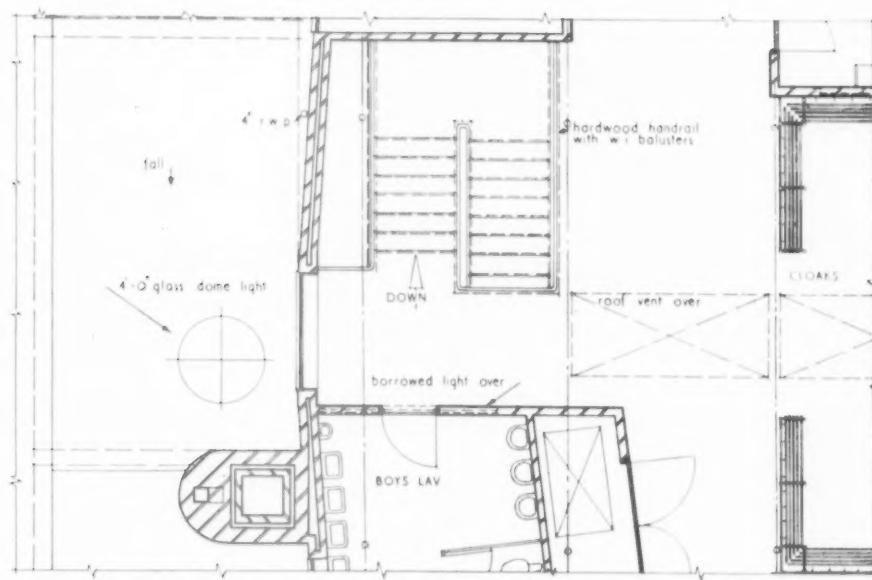
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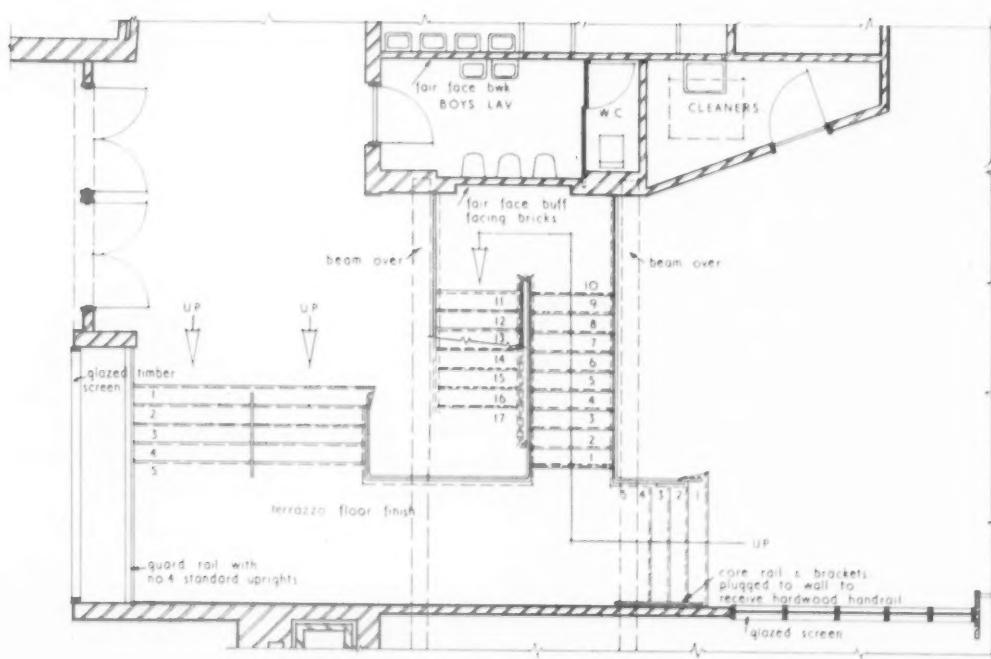


PLAN AT FIRST FLOOR LEVEL, JUNIOR SCHOOL

**Honilands Primary School**

## MAIN STAIRCASE DETAILS

PLAN AT GROUND FLOOR LEVEL. SCALE: 1 in = 8 ft.



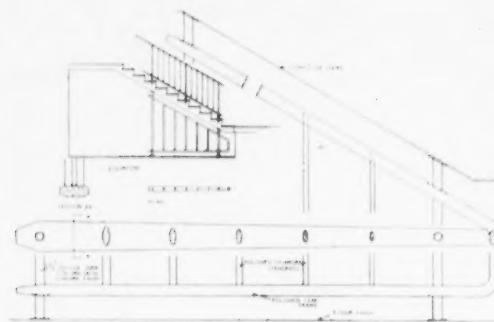
## Honilands Primary School

(continued from page 430)

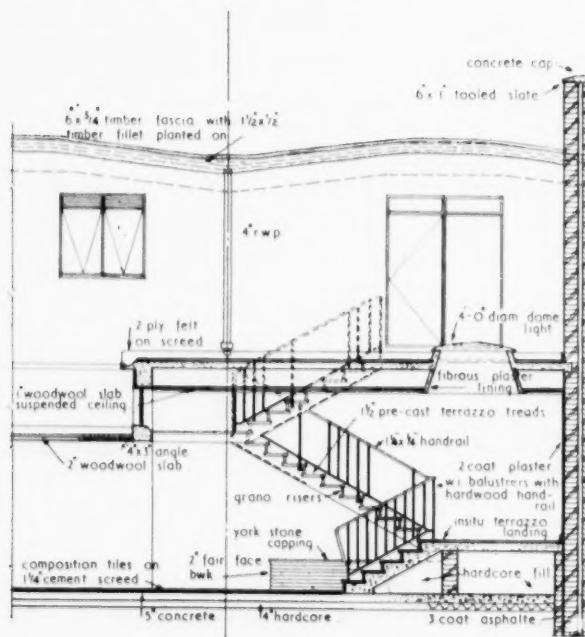
A special feature of the Junior School is a panel of purpose-made tiles, 21ft high 9ft wide, stretching from floor to ceiling by the main staircase. The colours are red, green and white on a grey ground. Another is the glazed screen separating the dining-hall from the kitchen, designed to provide a greater sense of space and light.

The whole school is warmed by radiators using a simple low-pressure flow and return to coke-fed boilers. There is the usual 3-bedroom 2-reception room school-keeper's house by the main gates.

### MAIN STAIRCASE DETAILS



DETAIL OF SCREEN UNDER SOFFIT  
OF MAIN STAIRCASE



The main staircase seen from the dining-hall

**Cross section to eighth scale through the main staircase in the Junior School.** Of reinforced concrete construction with pre-cast terrazzo treads, it spans the main gangway between the dining-hall shared by both schools and the access corridor from the Infants School. The screen under the soffit of the main flight of stairs prevents passers-by knocking their heads. Vertical emphasis is provided by boldly patterned tiles on the East wall, designed by the architects' department.

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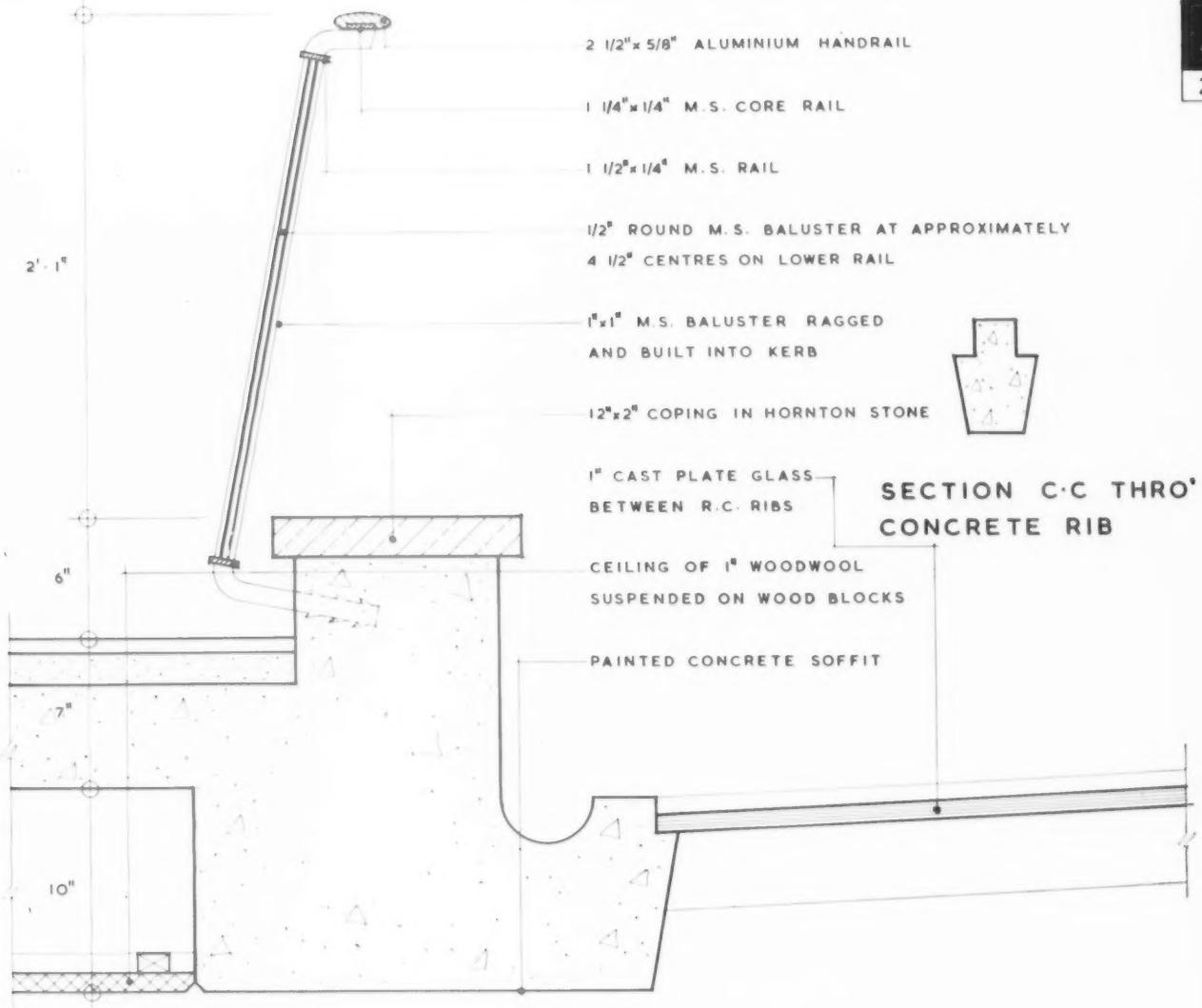
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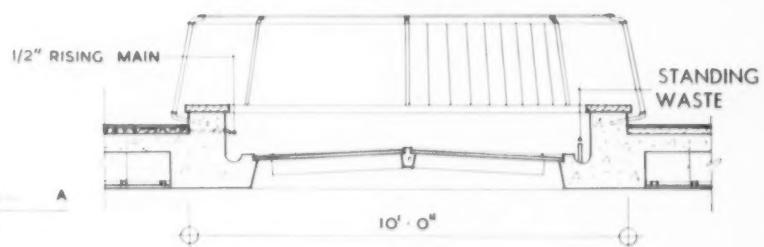
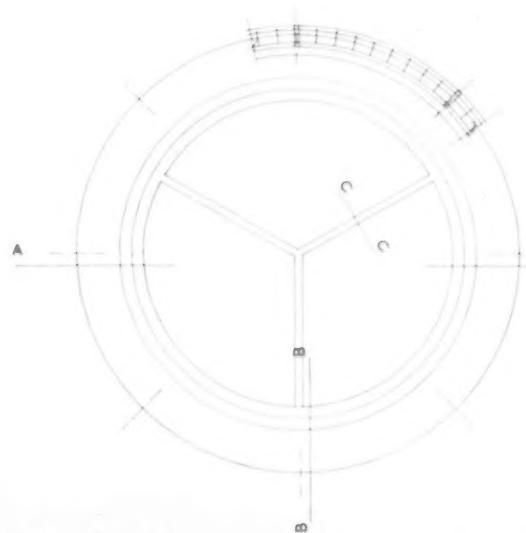
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SECTION B-B

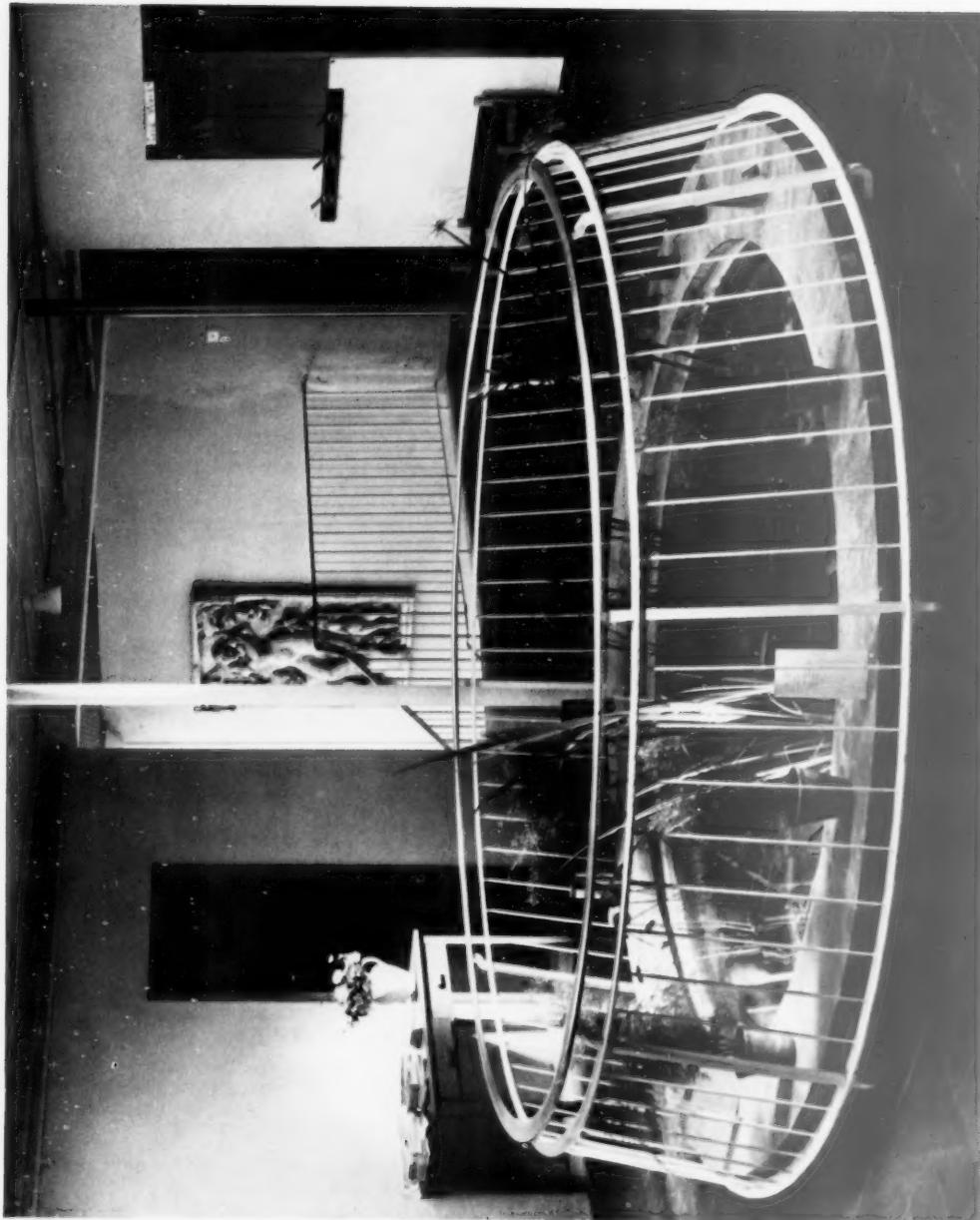
SCALE FOR DETAILS : 1 1/2" TO 1'-0"



SECTION A-A

SCALE : 1/4" TO 1'-0"

KEY PLAN



AQUARIUM, WILBURY WAY PRIMARY SCHOOL, EDMONTON  
C. G. STILLMAN, ARCHITECT, MIDDLESEX COUNTY COUNCIL

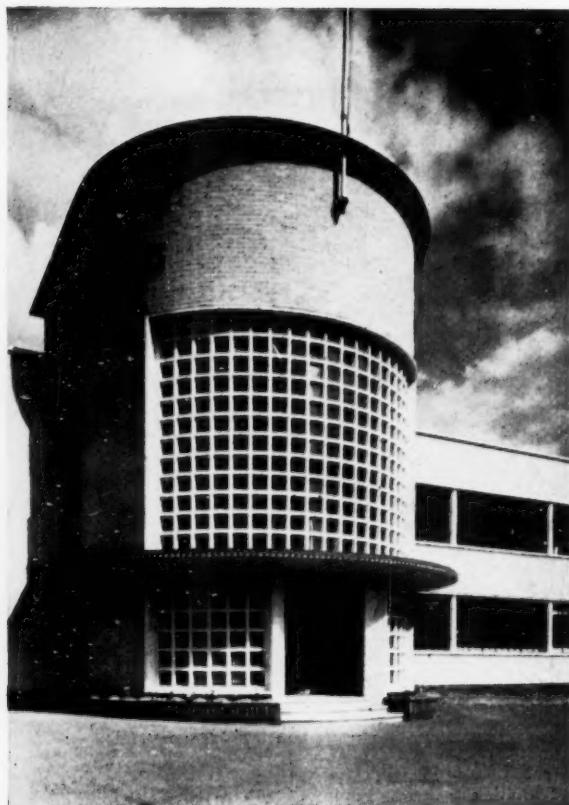
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**Points of view**  
on points of connection

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## POSITIVE PLANS FOR OUR VILLAGES

**H**OW many architects who either live in villages or have been commissioned to carry out work in a village, have visited the office of the county council with the intention of inspecting the development plan to see if their proposal was in conflict with the plan, only to find that all the plan showed was a symbol; the symbol being a circle dissected both vertically and horizontally. It immediately reminds one of a hot-cross bun and in fact I am informed this has become its nickname. Oh yes, the symbol means something. It is intended to show the location of villages "intended as centres for social, educational and health services."

All very vague and wishful thinking. Surely our villages and the people who have to live in them deserve better treatment than this? Is this all that planning can offer to the rural inhabitant? Is there nothing on the positive and constructive sides?

These and similar questions on village planning were, I feel sure, in the mind of Mr. L. Stirling, County Planning Officer of Lindsey, Lincs, when he was framing his paper entitled "How Far can a Development Plan Assist Rural Development?" which he delivered to the Town and Country Planning Summer School at Bristol.

Whilst his paper dealt with the problem mainly from the planner's angle, there were certain aspects which from the architectural viewpoint would be of vital interest.

Let us look at one of the questions he posed to the students of the School. "Is there a need for a village plan?"

From the purely architectural viewpoint I would say, "Yes." What is the point of our taking the trouble to inspect the plans to see if the development we have been asked to carry out fits into the planning proposals, if all we find is a hot-cross bun?

On this question of the preparation of detailed village plans, Mr. Stirling had the following to say regarding the attitude of certain councils to the problem.

"There is a widespread recognition that in all our villages, whatever their plan form, there is an irregularity, an air of informality, and an unconscious simplicity achieved through generations of slow growth. Many feel that it would have been impossible of achievement by deliberate planning. It may, therefore, be right that certain County Councils have decided they will prepare no village plans. Others have compromised by merely outlining a 'development area' for each village and keeping it in the bottom drawer—or defining road frontages whose development will be permitted. The argument runs that the desired ends are more likely to be achieved solely by the exercise of development control than by any predetermined plan.

"Yet in dealing with villages where development—and redevelopment—is both needed and expected we cannot really assist it without a plan. Without a plan the development of dormitory villages has tended either to lag behind needs in some respects, or take on disastrous forms. And where these have been prevented by rigid exercise of development control, development has been restricted rather than assisted."

How true are his words "prevented by rigid exercise of development control, development has been restricted rather than assisted." How many of us who either work in rural areas or have been fortunate in obtaining a commission in a rural area, have not suffered through this "development control"—in many cases to the ultimate detriment of the village, because the work has never proceeded.

I for one was pleased to hear Mr. Stirling say that "there is a real need for a plan for those villages where we are prepared in principle to see it take place." The next obvious question is: "What sort of a village plan?"

Before the plan is prepared, a survey must be carried out to ascertain the needs, and the translation of these into land requirements—for housing, rehousing, a new school, playing-field, village hall, cemetery extension, road improvements, etc., bearing in mind a population target.

As was pointed out in the paper, in moulding these requirements in a plan which really will assist the development

of the villages, there are some matters calling for greater attention to detail than is usually associated with the preparation of Town Maps.

First, the definition of the area for new development. Apart from the usual considerations of topography, drainage, availability of services and so on, particular regard must be paid to:—

(a) *Agriculture*—the avoidance of the ubiquitous home paddock or of developments involving severance of the homestead from its land.

(b) *Traffic*—the village extensions must not be so planned that it ceases to be a "place" where one can move freely and quietly from one part to another without crossing main roads.

(c) *Plan-form*—the form of the extensions should not be sharply in contrast with the traditional form of the village—be it "squared" or "ribbon," compact or loose-knit.

(d) *Compactness*—whilst this may be a desirable aim our pursuit of it should not tempt us to develop all those many odd plots found within any village curtilage which are treasured beyond price by villagers as extra gardens, paddocks, pig and poultry runs.

Secondly, redevelopment in the village centre. It is all too common to find that in villages where all effort is directed towards expansion, the decay in the centre has so far remained untouched. No village plan can be successful which does not indicate how this is to be tackled. The information is available in the survey carried out by rural housing authorities after the war. It may need bringing up to date. But the village plan should clearly show the curtilages of "unfit" houses, and of sites already cleared and what use it is intended to make of these sites in future.

Lastly, in any village plan you are working within small compass. The choice of site for any would-be developer may be restricted within relatively narrow limits—and may include but few sites with existing road frontage. No village plan can, therefore, really assist development unless it gives a clear indication of what administrative action the local authorities are willing to take to bring about the development of the village on the lines their plan indicates.

In this connection, it was interesting to hear Mr. Stirling suggest a policy map should be prepared which he suggested should define:—

(a) What areas for new development would be acquired by the local authority for (i) Council housing, and (ii) making them available to private developers, and what areas for new development would be left in the hands of present owners.

(b) What areas would be acquired and redeveloped by the Council and for what purpose, and what other areas also requiring clearance would be left in the owner's hands to redevelop for permitted purposes.

I wondered if a local authority agreed to prepare a policy plan, would they be willing to "acquire areas and make them available to private development." How difficult it is often to find the owners of odd pieces of ground—or again, having found the owners, to obtain any title deeds. Local authorities can, however, get over these difficulties and would thereby make matters easier for the private client who wished to develop and so assist in bringing about the much-needed development to the village.

If the plan is to be realistic, more is needed than just a policy plan. The plan must go further and show what development is needed and is to be provided in the village. "What, therefore, should be shown on the plans?" asked Mr. Stirling. He suggested that the following be shown for every "selected" village.

(a) Housing—an omnibus clearance order map showing the numbers of "unfit" houses as revealed by the rural housing survey, defining the sites to be cleared and the numbers of houses to be re-erected on them; a statement of the numbers of new houses otherwise required to meet the needs of the selected village itself, and those other villages which will depend upon

- it as a service centre. It seems to me that only on this basis can a rural housing authority formulate a housing programme which is in any way related to a county development plan.
- (b) Schools—details of the new schools to be provided or additional land requirements of a school to be retained under the Education development plan—with, in this case, map definition of any new site.
  - (c) Village Halls—location of a suggested site.
  - (d) Sewerage—map definition of the main sewers and disposal works site.
  - (e) Water—a statement of probable total demand and intended source of supply.
  - (f) Electricity—the same as for water.
  - (g) Playingfields—the acreage required and location of a suggested site.
  - (h) Transport—this I regard as the most vital service, and no plan will effectively assist rural development which makes no proposals.
    - (i) for connecting the selected village to the market town, and
    - (ii) for service between the selected village and those

other villages which depend upon it for some social and other services.

A statement of present facilities and what frequency is needed should cover these points.

- (i) Other services—there may well be other particular services at present falling below needs, and these can equally well be covered by appropriate statements.

Mr. Stirling quite rightly did not end there; he felt that such a plan would need to be supplemented by a programme for the provision of the services under different headings and, what was more important, he suggested, would be a programme by each authority concerned indicating in what order it was proposed to supply their particular service to the whole list of selected villages.

I think all architects would agree that if the suggestions put forward by Mr. Stirling were carried out by local authorities, our task as architects in carrying out the development and redevelopment in villages would not only be far simpler, but we could more easily assist in bringing about the development. A plan, however good, is of little value unless you have developers; and a hot cross bun on a small scale map is of little assistance to architects or their clients.

M. E. TAYLOR

## Building Research

I HAVE lately had the opportunity of reading the very interesting papers and the Report of the recent meeting at Geneva at which the International Council for Building Research Studies and Documentation was formed, to which there have been previous references in an earlier issue. The meeting seems to have been very successful, and the organization seems to have started under good auspices for its future especially as one of the leading hands is Dr. Lea of the Building Research Station.

There are, however, two matters about the formation of this organization which have caused me some doubts. First, I note that, as far as this country is concerned, there is an absence of reference to architects and builders whereas other countries appear to have had professional representation in these fields. One feels that there must be some place for the architects and builders in any organization dealing with building research. One does not, of course, yet know what organization within this country will be formed to nurse our national interests in this international body.

Secondly, I wonder whether this body may not duplicate work now undertaken by other international organizations such as that which I understand operates from Paris to co-ordinate certain work of building research laboratories; one seems constantly to hear of new international organizations being set up which in some way at least impinge on building so that there is, from time to time, a very real risk of duplication and an even greater risk that some of them become mere "talking" meetings which achieve very little. I feel that this new organization is so constituted that it should become a very useful body partly as a means

of avoiding the duplication of work in the research field and partly to organize properly the distribution of information gained by research. I hope that its existence may also discourage international bodies from attempting work which more properly falls within the scope of the new body or that of the International Organization for Standardization.

The new body should not only be able to organize the distribution of research information but it should also be able to arrange for the same problems to be studied under the various differing conditions of service and climate which the other co-operating countries can provide.

I found the papers prepared and circulated before the meeting very interesting, particularly one on the subject of planning and design by Professor Odd Brochmann, the professor of the Department of Architecture at the Norwegian Technical University, as it touches on a number of points which I have often felt wanted to be said very publicly. The paper relates primarily to the need for fundamental research into the requirements of occupiers of small houses. We have undoubtedly accumulated much experience in the building of small houses, but much of what we do might well prove to be wrong if the true facts were known, as experience is not necessarily a true equivalent to proper research. It may be unfortunate that householders, and especially their wives, are almost always willing to "make do" with the planning and equipment given to them for their houses. Only very few householders can build their own houses and still less is the number who can build a second house in the light of the experience gained from the first. Of necessity most householders have to

rent premises designed by others, which no doubt suffer from the whims and fancies of their planners.

The author of this paper points out that occupiers may or may not like the house they occupy, but unfortunately very few are able to give an adequate account of their experiences on which new development could be based. He further points out that even if they were able to give an account it is unlikely that they will be asked, nor can they have the opportunity to "assert their opinions when new buildings are put up," hence the need for adequate and properly controlled research in this sphere.

Mr. Brochmann puts the question as to whether the architect could not give the answers, especially as they live in houses and have wives who cannot fail to tell them of failures and drawbacks. However, he replies to his own question by stating that an architect should never start building dwellings until he has had direct experience of living in them, which only his wife and children can give him, but in his view even this is inadequate as "the architect usually moves in circles which are very 'artistic-intellectual' and quite different from those of the people he will mainly serve. Even if his understanding of problems coincides with what is to become the future development we have no guarantee that this is correct so far as the needs of the ordinary man are concerned".

Mr. Brochmann very rightly stresses after this statement that the only proper method of acquiring the basic information is by a thorough investigation, on a fairly large sample, made by those skilled in such work who can also interpret the results into a useful form for the technicians, such as the architect, to use in their development work.

[Continued on page 435]

Another remark in the paper which seemed to me to be very significant in relation to these investigations is that "they (the investigators) have to be on their guard against the pressure of the majority, and must bear in mind that the average is a mathematical and not a human phenomena. When the investigators produce their conclusions they must be concerned more with preparing and presenting the many-sidedness of the situation, than to confine themselves to apparently irrefutable final results."

Building research in this country has, until very recently, been related almost entirely to building materials and certain specific subjects such as lighting, fire protection and acoustics but very little research has been devoted to what might broadly be described as planning requirements for buildings. The consumers' needs are not really known in relation to the typical family of varying sizes. Certain persons have made guesses, which may in fact be good guesses, which have been incorporated in textbooks and in official documents for the guidance of those who build, such as the Housing Manual, but it must be admitted that they are guesses based on experience of what has been acceptable in previous buildings but they are not requirements based on proper answers to the problems of living.

In recent years organized examination of the requirements of certain types of building have been commenced, for example, by the Nuffield Foundation in relation to hospitals, the Ministry of Education for schools and, if hearsay is correct, by D.S.I.R. and/or the Ministry of Works for housing, although results of the last do not seem to have been made available except in relation to heating. Individual and manufacturing organizations have carried through some research work in this field but it has been primarily in connection with the marketing of their own products, often in the equipment fields, and on the whole it has been unco-ordinated.

It is hoped that the setting up of this new international organization will permit research workers to know better what investigations have been carried out abroad so that similar projects to find answers to our national needs may receive a good start.

I am sure we do really need to have basic information on which the proper design of buildings may be established, for example I have always felt it would be helpful to know whether the floor areas given in the "Housing Manual" are right or wrong. I suspect they are based on political and financial expedients rather than on providing proper living conditions for the average family.

The Building Research Station has served the building industry very well in those spheres it has so far tackled and as the national focal point in the new organization I am sure it will be able to contribute much. It is to be hoped that it can benefit also by this collaboration and then pass on the tangible results to those who have to build.

I hope in addition B.R.S. will be encouraged to embark more widely on some of the other research work of the rather different character needed for building especially some of that which will appeal more to the architects but possibly less to chemists and physicists, except in their capacities as householders when they, too, probably suffer from lack of design information.

The second sphere of this new international organization is building documentation. There appears to be, especially in Europe generally, some people who seem to have a much greater faith in documentation as an essential service to practising architects and builders than I have. On the other hand it is essential that there is an adequate service for the libraries servicing the profession and particularly for the research workers. There are

some individuals who feel that documentation can provide the answers to almost every problem; unfortunately it does not provide answers to design problems as each has its own peculiarities. There is always a great risk of documentation, especially in the hands of experts, becoming an end in itself and thus being of small value to the community generally. I hope those concerning themselves with building documentation will realize and remember, when making their plans for the future, that architects do not seem to have much time to read, while the bulk of the building trade hardly ever seem to read technical research literature, thus the field of distribution of the work on documentation seems to be rather limited.

## DUTCH UNCLE

### L.C.C. HOUSING ACCOUNTS 1952-53

A REPORT by the Finance Committee and the Housing Committee on the London County Council's housing accounts for 1952-53 states that there was a total deficiency of £4,726,333, including £581,364 related mainly to pre-1919 housing operations. Exchequer grants provided £2,026,256 (51 per cent) towards the deficit on post-1919 schemes. The remainder was met from the rates—£850,464 (21 per cent) as the statutory rate contribution and £1,101,289 (28 per cent) as additional rate contribution to balance the account. £580,000 of this last figure is deficiency on completed dwellings after allowing for State subsidy and statutory rate contribution, the remainder is mainly debt charges, etc., on capital expenditure which is not yet revenue producing.

In 1952-53 the proportion of the total deficiency borne by the rates was 49 per cent, compared with 52 per cent in 1951-52. The fall of 3 per cent is due to two temporary factors: an increase of £7 10s a dwelling in the transfer to the Repairs and Renewals Fund did not operate in the financial year 1952-53 although the rents were increased from January, 1953; and dwellings completed in 1952-53 attracted the higher subsidies available under the Housing Act, 1952, although much of the related capital expenditure had been incurred before the increases in rates of interest of November, 1951, and February, 1952, took effect.

The total cost of supervision and management was £870,043, or £5 14s a dwelling. This can be classified as required by the Ministry of Housing and Local Government as £2 8s for general expenses (items common to all housing authorities—principally administrative costs and rent collection) and £3 6s for special expenses (items varying according to the extent and nature of an authority's operations, e.g., estate gardens and greens, central heating, lifts, laundries, staircase lighting, caretakers and porters).

The cost of maintaining the waiting list (excluding the cost of selecting and interviewing prospective tenants which are part of the management costs of dwellings was £119,359, compared with £144,245 the previous year.

*Cost a dwelling.*—The average weekly cost of all dwellings built since 1919 was £1 1s 9d, of which 13s 1d was borne by the tenant and the remainder by the Exchequer grants and rate contribution.

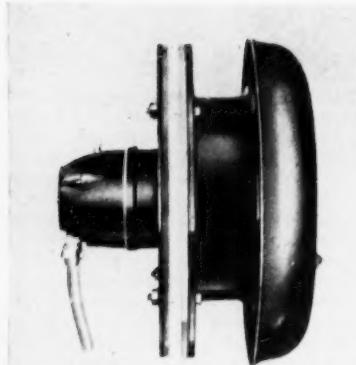
*Repairs and renewals.*—The expenditure on repairs, etc., was £17 8s for each post-1919 dwelling and £18 16s for each pre-1919 dwelling. The cost of repairs for post-1919 dwellings exceeded the transfer to the Repairs and Renewals Fund of £10 10s a dwelling and reduced the amount remaining in the Fund to £1,743,084. As already decided £18 a dwelling will be transferred for future years. The separate fund for pre-1919 dwellings was exhausted in 1951 and for 1952-53 and 1953-54 £24 a dwelling is being transferred from revenue account to meet the cost of repairs and renewals on these dwellings.

*Capital expenditure.*—The capital expenditure for the year was £21,547,668, an increase of £2,662,372 on the previous year. This brought the aggregate net capital expenditure on housing by the Council and its predecessors to over £171 million. The net outstanding loan debt at March 31, 1953, was £147,550,182.

## CORRECTION

On September 14 the Board of Trade announced (Press Notice Ref. 3) that Vol. 12 of the Report on the Census of Production for 1950 was being published and would cover building and contracting and civil engineering among other subjects. It is regretted that this description was misleading. The figures in Vol. 12 relate only to the gas supply industry, electricity supply industry and water undertakings. Building and contracting and civil engineering trades were excluded from the Census for 1950.

## MOSAICS



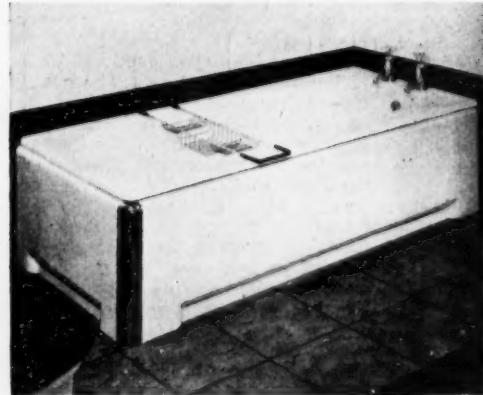
### SERVICES VENTILATION B2/12

The "Extravent" Fan, model EF.2, a 6in standard type window fan for extracting stale air silently from offices, shops, dining rooms, kitchens etc., made by Keith Blackman Ltd., Mill Mead Road, Tottenham, N.17. The fan removes 10,500 c.f.h. at 1,365 r.p.m. using 200-250 volt 50 cycle, supply.



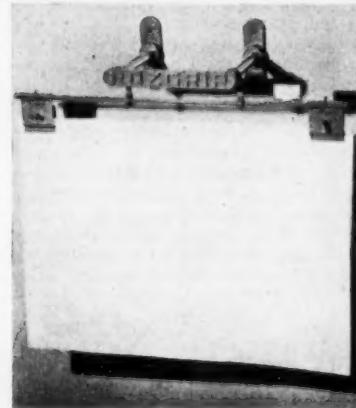
### OFFICE EQUIPMENT E12/10

The Union drawing table by Hall Harding Ltd., Dacre Street, S.W.1 combines both a fully adjustable drawing board and parallel movement with a layout table and storage drawer. Designed to be used in quantity, either arranged laterally, facing in opposite directions alternately, or head to tail, each draughtsman using the table and storage behind. It is claimed that nearly 50 per cent more draughtsmen can be accommodated in a given working area.



### FITTINGS BATH C2/15

A new system of bath design, the "Dounie" figure-shaped bath, is claimed to use only two-thirds the normal requirement of water. Made in two sizes, 5ft 6in and 6ft 0in overall, by Jackson Elphick & Co. Ltd., Larkhall, Scotland. Overall height is 17in in both cases and they are available with white, green, cream or blue finish.



### OFFICE EQUIPMENT E12/11

Vertical Plan-filing equipment by Pozgrip Ltd., Clarendon Road, Broadstairs, Kent. The system consists of a double tubular cantilever bracket upon which is hung by means of half-round hooks a T-section cross-bar. Specially designed paper clamps are fixed to the cross-bar, their position is variable according to the width of the drawing to be hung. Side pieces may be added and another cross-bar fixed beneath the first in order that two tiers of small drawings may be filed. Six or eight sets may be supported conveniently on one cantilever.

## INDUSTRIAL NOTES

● A British Colour Council Information Bureau will be held in Manchester from October 27-30 inclusive at King's House, King Street West, the headquarters of the Wall Paper Manufacturers, Ltd., open daily from 10 a.m. to 5 p.m.

\* \* \*

● As from October 1, 1953, the South-Eastern Regional Office of the Ministry of Housing and Local Government will be transferred from Tunbridge Wells to London. The new address will be "Ministry of Housing and Local Government (South-Eastern Region), Whitehall, London, S.W.1" (telephone: Victoria 8540). Personal callers should go to Caxton House, Tothill Street. Mr. J. E. Beddoe, Assistant Secretary, will be the Principal Regional Officer in charge.

\* \* \*

● British Welding Research Association announces that Dr. A. A. Wells has now been appointed Chief Research Engineer and Head of the Engineering Research Station at Abington, nr. Cambridge, and that Mr. R. P. Newman will be Chief Administrative Officer of the Station.

\* \* \*

● The address of the British Cast Concrete Federation has been changed from 17, Amherst Road, Ealing, W.13, to 105, Uxbridge Road, Ealing, W.5. Tel. Ealing 9621 (2 lines). The Glasgow branch of W. T. Henley's Telegraph Works Co., Ltd., is now at 149/153, North Street, Glasgow, C.3. Tel. Central 1771.

\* \* \*

● By the reopening of Steeplehouse Quarry, near Matlock, Derbyshire, closed 12 years ago, the well-known Birdseye Grey and Fossil Marbles are again available. The Hopton-Wood Stone Firms, Ltd., announce that they already have adequate stocks for substantial contracts. These marbles were extensively used before the 1939-45 war, notably at the Geological Museum, London, the Civic Building in Leeds, and the Welsh Board of Health Building in Cardiff. They are very durable, and can be given a high polish.

Birdseye Black Marble, from the same quarry, is also available, and stocks are building up. This marble was commonly used in conjunction with, and as a contrast to, Hopton-Wood Marble; the Bank of England and Liverpool Cathedral are among the numerous buildings where it has been thus used.

\* \* \*

● Econa Modern Products, Ltd., manufacturers of tubular copper traps and pre-formed internal drainage, have moved to larger and better works at Aqua Works, Highlands Road, Shirley, Birmingham. Tel.: Solihull 3078.

\* \* \*

● British Railways (London Midland Region) are to start work shortly on a new £11,000 brick-built amenities block for the staff at Stoke-on-Trent carriage sidings.

The new two-storey building will provide a modern messroom, drying room and up-to-date washing and lavatory facilities for the staff and will also include offices, lamp rooms, a cycle store and workshops.

Contractors for the work are Messrs. C. Cornes & Sons, of Hanley, Staffs.

Notes below give basic data of contracts open under locality and authority which are in bold type. References indicate: (a) type of work, (b) address for application. Where no town is stated in the

## CONTRACT NEWS •

### OPEN

#### BUILDING

address it is the same as the locality given in the heading, (c) deposit, (d) last date for application, (e) last date and time for submission of tenders. Full details of contracts marked ★ are given in the advertisement section.

**BARNSLEY B.C.** (a) Extensions to the public abattoir, Pontefract Road. (b) Borough Engineer, Town Hall. (c) 2gns. (e) Nov. 2.

**BATH C.C.** (a) Adaptation and redecoration of The Rectory, Newton St. Loe, near Bath, for use as students' hotel. (b) Messrs. Gerrard, Taylor and Partners, 4 and 5, Bridge Street. (c) 2gns, cheque payable to Corporation. (d) Oct. 10.

**BERKSHIRE C.C.** (a) Secondary school, Springfield Road, Wantage. (b) County Architect, Wilton House, Parkside Road, Reading. (c) 2gns. (e) Oct. 29.

**BIRMINGHAM C.C.** (a) Contract 295. 7 2-storey dwellings, Brays Road, Sheldon. (b) City Engineer, Civic Centre, I. (c) 2gns. (d) Oct. 12.

**BIRMINGHAM C.C.** (a) Fire station and a pair of houses and a separate house, Garretts Green Lane, Sheldon. (b) City Engineer, Civic Centre, I. (c) 2gns. (d) Oct. 12.

**BOURNEMOUTH B.C.** (a) Contract W.H.24. 24 houses, West Howe Estate. (b) Borough Architect (Room 106), Town Hall. (c) 2gns. (e) Oct. 20.

**BRECONSHIRE C.C.** (a) (1) Dormitory at Cockcroft House, Hay-on-Wye and (2) heating, hot and cold water supply installation in proposed dormitory at Cockcroft House. (b) County Architect, Rhayd Offices, Brecon. (d) Oct. 16.

**BURNLEY B.C.** (a) Erection of the superstructure of the Heasandford secondary school. (b) Borough Engineer, 22-24, Nicholas Street; with evidence of competence to carry out the work. (d) Oct. 12.

**BURNLEY B.C.** (a) Pair of houses, Sycamore Avenue site. (b) Borough Engineer, 22-24, Nicholas Street. (c) Ign. (e) Oct. 26.

**CHESTER C.C.** (a) First part of college of further education. (b) City Engineer, Municipal Offices. (c) 2gns. (d) Oct. 12.

**DAGENHAM B.C.** (a) 54 houses and 15 garages, Marks Gate Estate. (b) Borough Engineer, Civic Centre. (c) 2gns. (e) Oct. 26.

**EBBW VALE U.C.** (a) Public convenience at (1) Badminton Grove, Ebbw Vale; and (2) Commercial Street, Briery Hill, Ebbw Vale. (b) Council's Architect, Council Offices, The Walk. (c) 3gns payable to Council. (e) Oct. 21.

**EPSOM AND EWELL B.C.** (a) 26 houses, Hook Road, Epsom. (b) Borough Engineer, Town Hall. (c) 3gns. (e) Oct. 26.

**ETON R.C.** (a) (1) A small messroom at Bath Road Sewage Disposal Works, Burnham; (2) a small messroom at Old Slade Lane Sewage Disposal Works, Iver; and (3) two small messrooms at Amersham Road Sewage Disposal Works, Gerrards Cross. (b) Engineer and Surveyor, Council Offices, Windsor Road, Slough. (e) Oct. 12.



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**HAMBLEDON R.C.** (a) Construction of a concrete parking bay, Birley Road, Bramley. (b) Engineer and Surveyor, Council Offices, Bury Fields, Guildford. (c) Ign. (e) Oct. 21.

**HARTISMORE R.C.** (a) 2 pairs of houses and a block of 4 houses, with lay-by and paths at Stradbrooke, and construction of sewage disposal scheme, etc., at Thorndon. (b) Housing Officer, Housing Department, Lambeth Street, Eye. (c) 2gns. (e) Oct. 23.

**HUCKNALL U.C.** (a) 100 houses, Ruffs Farm Estate (Stage 6). (b) Engineer and Surveyor, Council Offices, Watnall Road. (c) 2gns. (e) Oct. 20.

**ILFORD B.C.** (a) 12 flats and 6 garages at Part II of the Maypole Estate. (b) Borough Engineer, Town Hall. (c) 5gns. (e) Oct. 27.

**LINCOLN C.C. (PARTS OF KEST-EVEN)** (a) 1 house and office at Swinderby; 1 house and office at Skellingthorpe; 1 pair of houses and 1 garage at Byards Leap, Cranwell; for police. (b) County Architect, County Offices, Sleaford. (e) Oct. 26.

**LISKEARD B.C.** (a) 17 houses at Lanchar Estate. (b) Messrs. Higman and Ford, 2, The Parade. (e) Oct. 12.

**LONGBENTON U.C.** (a) Erection of approx. 130 houses at Fordley. (b) Council's Clerk, Council Offices, Forest Hall, Newcastle-on-Tyne. (d) Oct. 10.

**MANCHESTER C.C.** (a) Repairs and adaptations at Great Moreton Hall, Astbury, Congleton. (b) City Architect, Town Hall. (c) 1gn. (e) Oct. 14.

**MARCH U.C.** (a) 20 bungalows Elliott Road. (b) Architect and Surveyor, Town Hall. (c) 2gns. (e) Oct. 24.

**MONMOUTHSHIRE C.C.** (a) Infants' school at North Croesceiliog, near Newport. (b) County Architect, Queen's Hill, Newport. (c) 5gns cheque payable to Council. (e) Nov. 2.

**NEWPORT B.C.** (a) Reinforced concrete control centre at Newport. (b) Borough Architect, Civic Centre; on production of Borough Treasurer's receipt for £1 1s. (c) 1gn. (e) Oct. 26.

**N. IRELAND—EAST ANTRIM HOSPITAL MANAGEMENT COMMITTEE.** (a) Adaptations to basement accommodation to form a boardroom and physiotherapy department at the Moyle Hospital. (b) Secretary to Committee, Moyle Hospital, Larne. (e) Oct. 16.

**NORFOLK E.C.** (a) New school house at Tunstead County Primary School. (b) Chief Education Officer, County Education Offices, Stacey Road, Norwich. (d) Oct. 14.

**NORFOLK C.C.** (a) New police stations at Hunstanton and Sheringham. (b) County Architect, 27, Thorpe Road, Norwich; stating site or sites. (d) Oct. 14. (e) Nov. 10.

**ONGAR R.C.** (a) 10 aged persons' bungalows, Shelley Estate, Ongar. (b) Engineer and Surveyor, Bowes Field, High Street. (c) 2gns.

**PORTSMOUTH C.C.** (a) 82 houses, Billy Lawn, Leigh Park. (b) City Architect, Municipal Offices, 1, Western Parade. (c) 3gns. (d) Oct. 12.



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**PRESTON B.C.** (a) 24 flats at Gamul Lane, Ribbleton. (b) Borough Engineer, Municipal Building. (c) 2gns. (e) Oct. 19.

**RIPLEY U.C.** (a) Alterations to Council Chamber at the Town Hall. (b) Council's Surveyor, Town Hall. (c) Ign. (e) Oct. 24.

**SCOTLAND—GLASGOW CORPORATION.** (a) Police office at Househillwood, Pollok. (b) Architectural Department, 20, Trongate, Glasgow, C.1. (e) Oct. 30.

**SHEFFIELD C.C.** (a) 208 dwellings in 4 sections, Greenhill Estate, Scheme 4. (b) City Architect, City Architect's Dept., Town Hall, 1. (c) £2. (e) Oct. 19.

**SOUTHWICK U.C.** (a) 116 houses, Downs Estate, Southwick. (b) Engineer and Surveyor, Town Hall. (c) 3gns. (e) Nov. 18.

**WEST RIDING STANDING JOINT COMMITTEE.** (a) Provision of a mess room and additional police accommodation at Goole Divisional Police Headquarters. (b) County Architect, "Bishopsgarth," Westfield Road, Wakefield. (e) Oct. 16.

**WEYMOUTH AND MELCOMBE REGIS B.C.** (a) 2 temporary shops at the junction of St. Thomas Street and St. Edmund Street. (b) Borough Engineer, 6, Pulteney Buildings, Weymouth. (c) Ign. (e) Nov. 4.

### PLACED

Notes on contracts placed state locality and authority in bold type with (1) type of work, (2) site, (3) name of contractor and address, (4) amount of tender or estimate. † denotes that work may not start pending final acceptance, or obtaining of licence, or modification of tenders, etc.

**LAMBETH B.C.** (1) 224 flats. (3) J. Jarvis and Sons, Ltd., 239, Vauxhall Bridge Road, London, S.W.1. (4) £468,000. (1) 97 flats. (3) M. J. Gleeson (Contractors), Ltd., London Road, North Cheam, Surrey. (4) £193,000.

**LONDON COUNTY COUNCIL.** (1) Extension. (2) Putney secondary school. (3) C. Miskin and Sons, Ltd., Romeland, St. Albans. (4) £314,311. (1) Blocks of flats. (2) Clapham Park. (3) Wates, Ltd., 1258, London Road, London, S.W.16. (4) £112,850. (1) Blocks of flats. (2) Bethnal Green. (3) Sloggetts (Contractors), Ltd. (4) £57,840. (1) Superstructure of flats. (2) Wapping Estate. (3) W. J. Marston and Son, Ltd., Stephendale Road, Fulham, S.W.6. (4) £54,317. (1) Blocks of flats. (2) Dickens Estate, Bermondsey. (3) Rowley Bros., Ltd., Dunloe Avenue, London, N.17. (4) £85,383.

**HULL CORPORATION.** (1) Three 6-storey blocks of flats. (2) Porter Street, etc. (3) J. Mather and Son, 64a, De Gray Street, Hull. (4) £160,920.

**NEWCASTLE-ON-TYNE CORPORATION.** (1) 108 "No Fines" flats. (2) Fawdon Estate. (3) Geo. Wimpey and Co., Ltd., Orchard House, Newcastle-on-Tyne. (4) £159,470.

**KIDDERMINSTER B.C.** (1) 251 houses. (2) Comberton Estate. (3) Geo. Wimpey and Co., Ltd., Hammersmith, W.6. (4) £323,435. (1) 72 houses. (2) Walches Estate. (3) P. W. Cox, Ltd., Handsworth, Birmingham. (4) £88,772.

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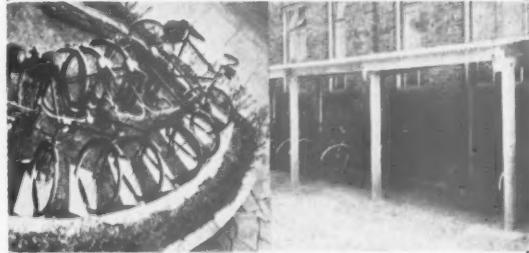
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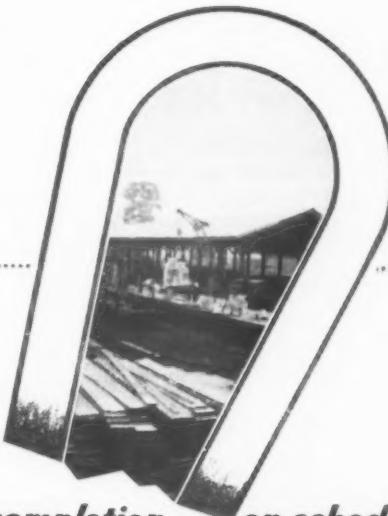
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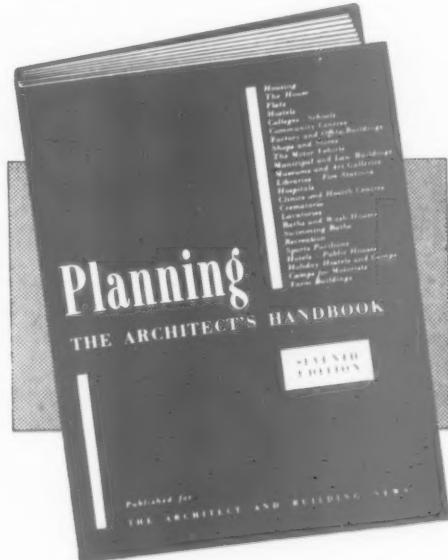
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**CHIEF PLANNING ASSISTANT** (Architectural) required at Headquarters Office in Chester.

Salary A.P.T.IX (£815 x £40 = £935).

Candidates should be qualified Architects, and membership of the Town Planning Institute in addition, would be an advantage.

Considerable experience in detailed planning of housing estates, neighbourhood units and re-development areas is essential.

Application forms and further details may be obtained from the undersigned on receipt of a stamped addressed foolscap envelope. The last date for receipt of completed applications is 24th October, 1953.

KENNETH O. MALE,  
County Planning Officer.  
Bridgegate House,  
Lower Bridge Street.  
Chester

[7350]

### BIGGLESWADE URBAN DISTRICT COUNCIL

#### APPOINTMENT OF CLERK OF WORKS (HOUSING).

**APPLICATIONS** are invited for the appointment of a TEMPORARY CLERK OF WORKS to supervise the construction of 92 "Unity" Houses. The wage will be £10 10s per week.

Applicants must have had a good practical experience of all building trades and be capable of setting out, checking materials and workmanship, checking Bills of Quantities, measuring up and keeping records.

Applications, endorsed "Clerk of Works" stating age, qualifications, present and previous appointments and experience, together with copies of not more than three recent testimonials to be sent to the undersigned not later than 20th October, 1953.

A. R. BENNETT,  
Clerk to the Council.  
Stratton House,  
Biggleswade, Beds.

[7351]

**APPLICATIONS** are invited for the following appointments in the office of the DIVISIONAL ARCHITECT, NATIONAL COAL BOARD, NORTHERN (N. & C.) DIVISION.—

**ARCHITECT (GRADE I).** Salary Scale: £900 x £35 to £1,200.

Applicants must be Associates of the R.I.B.A. with at least five years' office experience, after qualification, in the design and administration of large building schemes, and able to take charge of a new section now being formed.

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Salary Scale: £525 x £25 to £650.

Applicants must be students of the R.I.B.A. with experience in preparation of working drawings under supervision.

Starting salaries according to qualification and experience.

Applications, stating age, training and full details, including salaries, of past and present appointments, and clearly indicating for which post application is made, should be submitted not later than 26th October, 1953, to: Establishments Officer, National Coal Board, Northern (N. & C.) Division, Ellison Buildings, Ellison Place, Newcastle upon Tyne, 1.

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[7359]

# ANNOUNCEMENTS • CONTRACTS • TENDERS

Close for press 1st post Monday for following Thursday Issue

## APPOINTMENTS—contd.

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**APPLICATIONS** are invited from suitably qualified candidates for the post of ASSISTANT ARCHITECT. Salary Scale A.P.T. IV-VI—£555, rising to £735 p.a., plus London "weighting," varying between £10 and £30 p.a. according to age.

Forms of application and further particulars can be obtained from the Town Clerk, Lewisham Town Hall, London, S.E.6. Closing date, 24th October, 1953. [7360]

### LONDON COUNTY COUNCIL.

#### ARCHITECT'S DEPARTMENT.

**MAINTENANCE ASSISTANTS** in Maintenance Division. Applicants should be capable of carrying out inspections and surveys of all types of buildings for maintenance repairs, redecorations and minor alterations, and have experience in preparation of estimates based on Schedule of Prices, specifications for and supervision of work carried out by either schedule contracts or direct labour. Salary £480-£660 according to experience, with opportunities of promotion to higher grades for suitably qualified assistants.

Application forms, returnable by 31st October, from Architect (AR/EK/MA/4), County Hall, S.E.1. [7361]

### BOROUGH OF OLDBURY

#### BOROUGH ENGINEER AND SURVEYOR'S DEPARTMENT

**APPLICATIONS** are invited for the following appointments in the Architects Section of the Borough Surveyor's Department:

(a) SENIOR QUANTITY SURVEYOR, Grade A.P.T. VII (£710/£25/£785).  
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Appointment (b) applicants should preferably be qualified Quantity Surveyors and have had considerable practical experience in the preparation of bills of quantities.

The appointment will be superannuable and subject (a) to the Conditions of Service of the National Joint Council for Local Authorities' Administrative, Professional, Technical and Clerical Services and (b) to the successful candidate passing a medical examination.

Applications, giving particulars of age, qualifications and experience, together with the names of two referees, should be delivered to the undersigned not later than Monday, 26th October, 1953.

Housing accommodation will be available to married applicants if this is required.

KENNETH PEARCE,  
Town Clerk.  
Municipal Buildings,  
OLDBURY.

[7367]

**ARCHITECTURAL ASSISTANTS** required by the GOVERNMENT OF KENYA for one tour of thirty-six months in the first instance. Salary, etc., according to age and experience in scale £904 rising to £1,134 a year. Outfit allowance £30. Gratuity equal to 13½% of total substantive salary earned payable on satisfactory completion of service. Free passages. Liberal leave on full salary. Candidates, not over 40 years of age, must be capable of working up sketch designs and preparing full working drawings for various types of Government buildings. Actual experience in an architect's office and a sound knowledge of building construction are essential.—Write to the Crown Agents, 4, Millbank, London, S.W.1. State name in block letters, full qualifications and experience and quote M2B/30111/A.F. [7364]

## APPOINTMENTS—contd.

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**APPLICATIONS** are invited for the post of QUANTITY SURVEYOR in the Architect's Department.

Salary: A.P.T. Grade V, £595 to £645. The commencing salary in this grade will be fixed according to qualifications and experience.

Applicants must be experienced in the preparation of Bills of Quantities, Specifications, Estimates and the Settlement of Final Accounts.

The appointment will be subject to the provisions of the National Scheme of Conditions of Service, the Local Government Superannuation Act, 1937, and the successful applicant will be required to pass a medical examination.

Applications, with full particulars together with copies of three recent testimonials, should be delivered to the undersigned not later than 16th October, 1953.

S. G. FOXTON PRICE,  
Clerk of the Council.  
Council Offices,  
Westgate Buildings,  
Bath.

[7363]

## CONTRACTS

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No tender will be received except in a plain sealed envelope, which may bear the word "Tender" followed by the subject to which it relates, but shall not bear any name or mark indicating the sender.

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[7368]

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**VACANCIES** for Architects (A.R.I.B.A.) in the Housing and Schools Divisions (a) Grade II (£837 10s—£1,002); (b) Grade III (up to £837 10s).—Application forms, for return by 21st October, and particulars from Architect (AR/EK/H. & S./3), County Hall, S.E.1. [7346]

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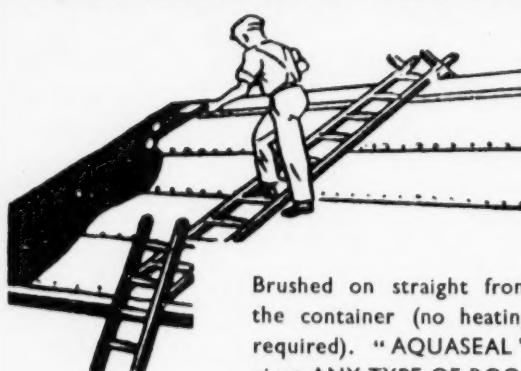
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Aerialite, Ltd.	37	Clarke Ellard Engineering Co., Ltd.	36	Handy Angle Manufacturing Co.	20	Pickerings, Ltd.	42
Anderson, D., & Son, Ltd.	8	College of Estate Management	41	Hangers Paints, Ltd.	36	Prestige & Co., Ltd.	23
Armstrong Cork Co.	29	Cowcrete (Asphalters), Ltd.	33	Harvey, G. A., & Co., Ltd.	10	Previte & Co., Ltd.	38
Bath & Portland Stone Firms, Ltd.	42	Con Bros., & Co. (Derby), Ltd.	9	Haskel, Robertson & Co., Ltd.	22	Reynolds, H. L., Ltd.	42
Bayliss, Jones & Bayliss, Ltd.	19	Craibtree, J. A., & Co., Ltd.	11	Hills (West Bromwich), Ltd.	13	Rubberoid Co., Ltd., The	14
Berry, J., & Sons, Ltd.	22	Crittall Manufacturing Co., Ltd., The	27	Hope, Henry, & Sons, Ltd.	25	Rustproof Metal Window Co., Ltd.	21
Berry Wiggins & Co., Ltd.	42	Crompton Parkinson, Ltd.	16	Hotchkiss, Limited	34	Scharerien Sheet Metal & Engineering Co., Ltd.	Inside Back Cover
Blackwell, Wyckham	33	Dunlop & Ranken, Ltd.	33	Kay & Co. (Engineers), Ltd.	32	Semtex, Ltd.	30
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Brady, G., & Co., Ltd.	5	Eidelman, J.	35	King, J. A., & Co., Ltd.	32	Southern Forge, Ltd.	28
British Ebonite Co., Ltd., The	34	Ellis School, The	42	Kinnear Shutters	33	Stainless Steel Sink Co., Ltd.	33
British Hermaseal, Ltd.	10	Engert & Rolfe, Ltd.	33,	Lion Foundry Co., Ltd.	38	Stelcon (Industrial Floors), Ltd.	38
British Reinforced Concrete Engineering Co., Ltd., The	10	Evans Lifts, Ltd.	34	Magnet Joinery, Ltd.	39	Sundeala Board Co., Ltd.	6
Building Trades Exhibition, Ltd., The	14	Expanded Metal Co., Ltd., The	33	Margolis, M.	33	Templex Holdings, Ltd.	41
Carlisle Plaster & Cement Co., Ltd.	26	Expanlite, Ltd.	3	Medway Buildings & Supplies, Ltd.	17	Tubewrights, Ltd.	18
Cement Marketing Co., Ltd., The	15	Finlock Gutters, Ltd.	24	Meta-Mica, Ltd.	4	Veitchi Co., Ltd., The	33
Central Office of Information	12	Floor Renovations, Ltd.	33	Mullen & Lumsden, Ltd.	34	Williams & Williams, Ltd.	1
Checcol Processes, Ltd.	24	General Electric Co., Ltd., The	12	Nu-Swift, Ltd.	33	Zinc Development Association	37
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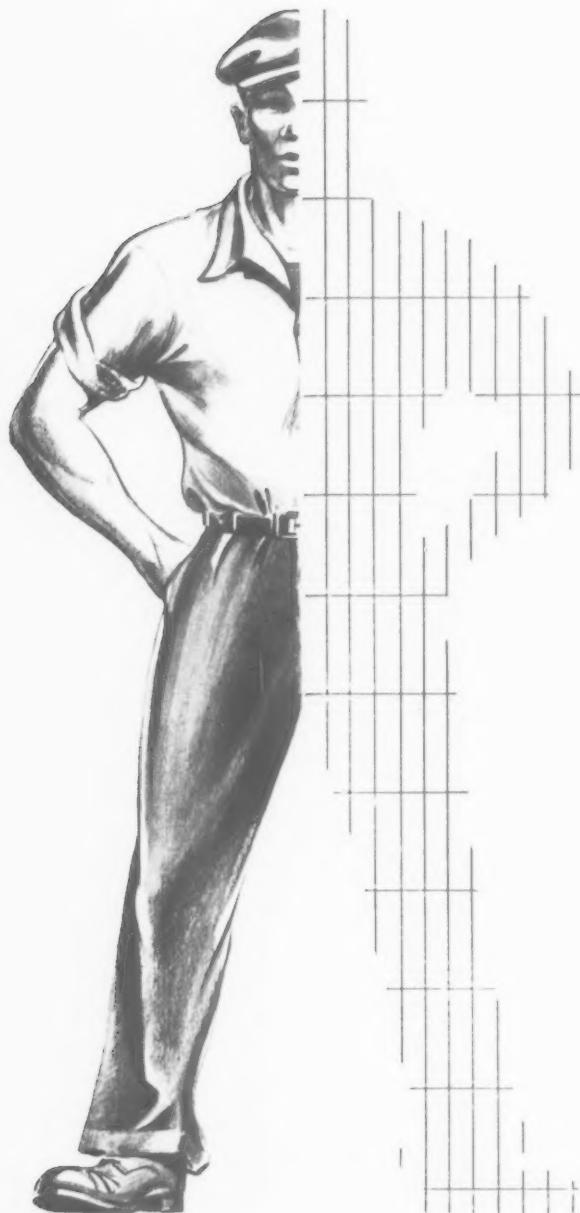
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